



CALIFORNIA HIGH - SPEED RAIL AUTHORITY FLY CALIFORNIA

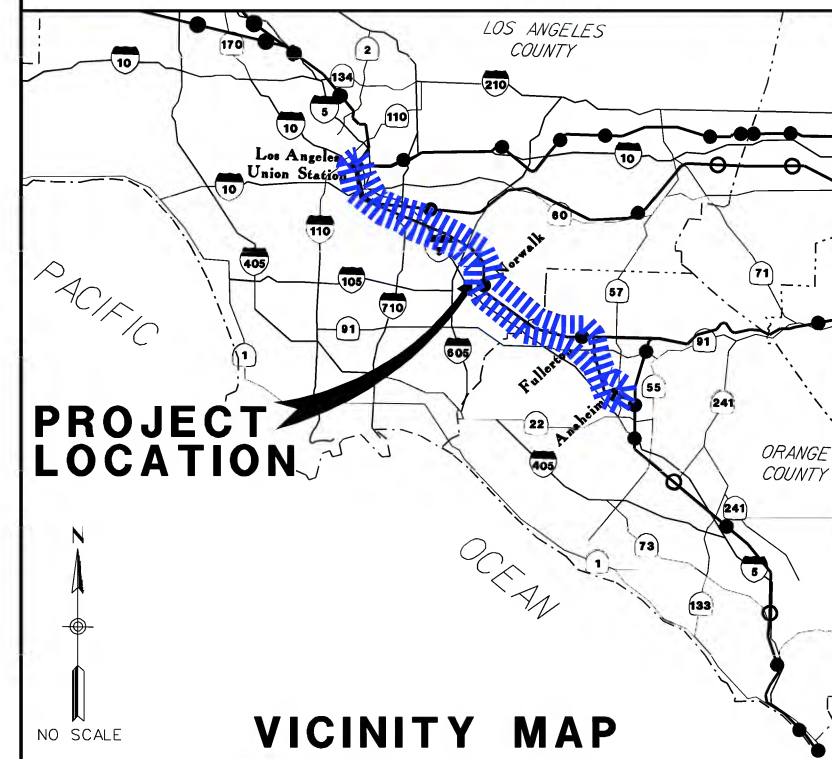
Without ever leaving the ground.

**CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM SECTION**

**CONSOLIDATED SHARED TRACK
ALTERNATIVE**

5% DESIGN FINAL SUBMITTAL

(EQUIVALENT 15% DESIGN IN-PROGRESS SUBMITTAL)



NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

**5% DESIGN
FINAL SUBMITTAL
JUNE 30, 2010**

CONTRACT NO.
HSR06-0005

DRAWING NO.
BJ0801

SCALE
NO SCALE

SHEET NO.

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martfjn

DESIGNER NOTES FOR FINAL SUBMITTAL:

THIS NOTE SHEET IS PREPARED TO ADDRESS DESIGN CHANGES THAT HAVE BEEN THE RESULT OF OUTREACH ACTIVITIES WITH NUMEROUS STAKE HOLDERS, SUCH AS GATEWAY CITIES AND SOUTHERN CALIFORNIA RAILROAD OPERATORS, SINCE THE PRE-FINAL SUBMITTAL MADE ON JUNE 7, 2010. THIS DESIGNER NOTE MUST BE COMBINED WITH PREVIOUS DESIGNER NOTES TO GAIN A FULL UNDERSTANDING OF THE DESIGN

DUE TO THE EVOLVING DEVELOPMENTS, THE DRAWINGS CONTENT CONTAINED IN ALL DISCIPLINES ILLUSTRATED IN THIS SUBMITTAL SET OF PLANS SUPERSEDE AND WILL MORE FULLY DESCRIBE THE DEVELOPMENT OF THE 5% SHARED TRACK ALIGNMENT AS IT IS KNOWN AT THIS DATE. INDIVIDUAL DRAWINGS MAY NOT BE CONSISTENT AND/OR COMPATIBLE WITH PREVIOUS DRAWINGS OF THE SAME SHEET NUMBER. THE TRACK ALIGNMENT AS SHOWN ON THE SUBMITTAL REPRESENTS THE LATEST UPDATES BASED ON COMMUNITY OUTREACH MEETINGS AS OF JUNE 24 2010. DIFFERENCES BETWEEN VARIOUS DISCIPLINARY DESIGN PLANS ARE EXPECTED AND SUBJECT TO VERIFICATION AND ADJUSTMENT IN THE NEXT DESIGN PHASE.

TWO WEBINAR CONFERENCES WERE HELD ON JUNE 7 AND JUNE 21, 2010 TO DISCUSS THE ALIGNMENT BETWEEN LAUS AND REDONDO JUNCTION CROSSING WITH PMT OPERATIONS, EMT AND METROLINK. A COORDINATION MEETING WITH LA-PALMDALE AND LA-SD TEAMS FOR THE LAUS CONNECTION WAS HELD AT STV LA OFFICE ON JUNE 15, 2010. OUTREACH MEETINGS WITH INDIVIDUAL GATEWAY CITIES WERE ARRANGED RESPECTIVELY ON JUNE 10 WITH THE CITY OF NORWALK, JUNE 16 WITH THE CITY OF SANTA FE SPRINGS, JUNE 23 WITH THE CITY OF BUENA PARK, AND JUNE 24 WITH THE CITIES OF MONTEBELLO AND PICO RIVERA. A LA/MTA TECHNICAL WORKING GROUP MEETING WAS HELD ON JUNE 22 TO VERIFY THE DESIGNS AND CONNECTIONS WITH THE LA CITY FAMILY. AN ALIGNMENT REVIEW MEETING WAS HELD WITH THE FRA, AUTHORITY STAFF AND PMT ON JUNE 17.

THE RESULTS OF THE CONTINUOUS EFFORTS HAVE LEAD TO THE DESIGN CHANGES DETAILED BELOW. A REVISED TRACK CHART IS INCLUDED TO COMPLY WITH THESE RESULTS.

ALIGNMENT DESIGN:

- AT-GRADE ARTIC STATION PLATFORM IS MOVED 40FT WEST TO ALLOW FOR END BUFFER ZONE.
- DOUBLE REVERSED SHARP CURVE LAYOUT PROPOSED BY MTA-METROLINK IMMEDIATE SOUTH OF LAUS (SAME LEVEL PLATFORM SCHEME) IS USED, WITH SPIRALS INSERTED BETWEEN THE CURVE AND THE TANGENT AND CROSSEVERS SHIFTED SOUTH OF THE 1ST STREET BRIDGE. IN A WEBINAR WITH THE FRA AND AUTHORITY STAFF ON JUNE 17, IT WAS INDICATED THAT THE G, OR ACCELERATION FORCE FOR PASSENGER COMFORT MIGHT BE RELAXED TO ALLOW FOR HIGHER SUPER ELEVATION AND TO INCREASE SPEEDS THRU THIS AREA. NO FURTHER INFORMATION HAS BEEN OBTAINED AS TO WHAT THIS RELAXATION MIGHT BE, SO THIS IS NOT REFLECTED IN THE CURRENT SUBMITTAL.
- AN UNDERGROUND CONNECTION LOCATION FOR THE FUTURE LA-SD SEGMENT IS OPTIMIZED BETWEEN THE 4TH STREET BRIDGE AND THE 6TH STREET BRIDGE. THIS LOCATION COULD ALSO BE USED FOR AN AERIAL CONNECTION IF DEEMED NECESSARY BY THE LA-SD TEAM
- BETWEEN LAUS AND REDONDO JUNCTION, DEDICATED TRACKS ARE REQUIRED FOR HST TRAINS PER PMT OPERATIONS.
- FUNCTIONAL SECTIONS FOR BOTH AT-GRADE AND HIGH ELEVATED SCHEMES ARE INCLUDED. THE AT-GRADE SECTION (3M+2H) REQUIRES APPROXIMATELY 135 FT ROW. THE EXACT ROW TAKE WILL DEPEND ON THE FINAL M3 TRACK LOCATION. EFFORTS HAVE BEEN EXERCISED TO BALANCE THE ROW TAKE AND THE GRADE SEPARATION RECONSTRUCTION COSTS.
- ALIGNMENT THROUGH MONTEBELLO, PICO RIVERA AND SANTA-FE SPRINGS CONTINUES TO RECEIVE INTENSE OUTREACH ACTIVITIES. THE FINAL ALIGNMENT THROUGH THIS AREA HAS NOT BEEN CONCLUDED AT THIS SUBMITTAL.
- THE ALIGNMENT REMAINS AT GRADE AFTER IT EMERGES FROM UNDERGROUND EAST OF FULLERTON AIRPORT.
- A THIRD MAINLINE TRACK IS ADDED FROM SOUTH OF SOUTH STREET TO ARTIC STATION.

- METROLINK TURN-BACK FACILITY, NEAR FULLERTON STATION, WHICH IS CURRENTLY UNDER CONSTRUCTION, WILL BE LEFT IN PLACE BUT ALL TRACKS THAT SUPPORT THIS FACILITY WILL HAVE TO BE RELOCATED.
- PER INSTRUCTION FROM PMT TONY DANIEL OVER THE WEEKEND OF JUNE 26 THAT THE ACCESS ROAD PROVIDED BETWEEN THE M TRACK AND HST TRACK IS NOT REQUIRED.
- REPLACEMENT OF BNSF TRACKS IN THE AREA BETWEEN THE 1ST STREET BRIDGE AND THE 4TH STREET BRIDGE WEST OF LA RIVER IS TO BE IMPLEMENTED IN THE NEXT PHASE, PENDING UPON INPUTS FROM BNSF ABOUT THE FINAL REPLACEMENT LOCATIONS. IT IS ENVISIONED AN ADDITIONAL THREE 10,000 FT NEW TRACKS ARE NEEDED IN THE VICINITY OF BNSF LA MIRADA YARD.
- THE VERTICAL ALIGNMENT BETWEEN SANTA FE SPRINGS STATION AND VALLEY VIEW AVENUE MAY BE ELEVATED PENDING UPON FURTHER COMMUNITY OUTREACH RESOLUTIONS.

RIGHT-OF-WAY IMPACT:

- ADJUSTMENT OF EXISTING TRACKS AND GRADE SEPARATIONS TO FIT HST TRACKS IN ORDER TO EVALUATE RIGHT-OF-WAY IMPACTS HAS NOT BEEN ACCOMPLISHED FOR THE ENTIRE ALIGNMENT YET. THE PROPOSED ALIGNMENTS AND RIGHT-OF-WAY LINES WILL BE FURTHER STUDIED AND ASSESSED WITH RESPECT TO CAPITAL COST, CONSTRUCTION DURATION, AND CONSTRUCTABILITY IN THE NEXT DESIGN PHASE.
- THE FUNCTIONAL ELEVATED VIADUCT SCHEME MAY FIT INTO THE EXISTING RIGHT-OF-WAY LIMITS BY RELOCATING OR SHIFTING EXISTING TRACKS TO PROPER NEW LOCATION. HOWEVER TRAIN INTERLOCKING AND SIGNALING ISSUES SHALL BE ADDRESSED ADEQUATELY IN THE NEXT DESIGN PHASE.
- THE FUNCTIONAL AT-GRADE SCHEME WILL HAVE RIGHT-OF-WAY IMPACT IN AREAS WHERE EXISTING RIGHT-OF-WAY LIMITS ARE NOT MORE THAN 135 FT. RELOCATING OR SHIFTING EXISTING TRACKS TO ACHIEV MINIMAL RIGHT-OF-WAY TAKE SHALL TAKE INTO ACCOUNT THE TRAIN INTERLOCKING AND SIGNALING REQUIREMENTS.

STRUCTURE:

- TWO VIADUCTS ARE NEEDED TO MEET THE ALIGNMENT VERTICAL PROFILE DESIGN:
 - LAUS TO 1ST STREET BRIDGE COMPOSITE STEEL GIRDER CONCEPT DUE TO EXTREMELY SHARP CURVES EXISTING IMMEDIATELY SOUTH OF LAUS AND NORTH OF THE 1ST STREET BRIDGE.
 - HOBART YARD TO CARMENITA ROAD.
- TUNNEL/TRENCH CONNECTIONS ARE NEEDED TO MEET THE ALIGNMENT VERTICAL PROFILE DESIGN:
 - BETWEEN 4TH STREET BRIDGE AND 6TH STREET BRIDGE WEST OF LA RIVER TO PROVIDE TUNNEL PORTAL CONNECTION TO LA-SD ALIGNMENT FOR ITS ENVIRONMENTAL CLEARANCE ANALYSIS. THE 4TH STREET BRIDGE SPANS DIRECTLY ABOVE HST TRACKS WILL REQUIRE RECONSTRUCTION DUE TO FOUNDATION CONFLICTS.
 - BETWEEN 7TH STREET BRIDGE AND I-10 BRIDGES WEST OF LA RIVER TO PROVIDE AMTRAK 8TH STREET MAINTENANCE YARD CONNECTION TO EXISTING MAINLINE TRACKS. PMT OPERATION HAS RULED OUT THE CROSS TRACK MOVEMENT AT GRADE FOR HST TRACKS.
 - BETWEEN DALE STREET AND GILBERT STREET WITH CITY OF FULLERTON TO ALLOW FOR HST TRACK TO DUCK UNDER EXISTING MAINLINE TRACKS AND STAY HST TRACKS UNDER FULLERTON AIRPORT FLIGHT PATH SAFETY ENVELOPE, AS REQUESTED BY CITY OF BUENA PARK. AS A RESULT, EXISTING METROLINK BUENA PARK STATION COULD BE RELOCATED TO WEST OF DALE STREET OR TO BEACH BLVD.
- ELEVATED VIEWS OF EXISTING 1ST STREET BRIDGE, 4TH STREET BRIDGE, 6TH STREET BRIDGE, 7TH STREET BRIDGE, OLYMPIC BLVD. BRIDGE, AND I-10 USING AS-BUILT INFORMATION AVAILABLE TO STV RECENTLY ARE UPDATED TO SHOW MAJOR STORM DRAINS AND LA-SD TUNNEL CONNECTION.
- A NEW LA RIVER CROSSING LOCATED NORTH OF AND IN PARALLEL WITH EXISTING REDONDO RIVER CROSSING IS NEEDED TO ENSURE HST TRACKS ARE DEDICATED BETWEEN LAUS AND THE REDONDO JUNCTION. THE NEW CROSSING WILL BE USED BY METROLINK/AMTRAK TRAINS WHILE THE EXISTING ONE WILL BE CONVERTED FOR USE BY HST TRAINS.

- A SECTION OF EXISTING REDONDO RIVER CROSSING WITH PROPOSED SIDE WALKWAY MODIFICATION IS INCLUDED. THE MODIFICATION INCLUDES THE ALLOWANCE FOR THE INSTALLATION OF OCS POLE SUPPORT.
- ELEVATED GUIDEWAY STRUCTURES ARE REQUIRED TO SUPPORT THREE TRAIN SET LOADS: HST, METROLINK COASTER LINERS, AND AMTRAK SURF-LINERS. IN ANTICIPATION OF HEAVY WHEEL LOADS, THE SPANS HAVE BEEN REDUCED TO THE MAXIMUM 90FT FOR PRECAST PRESTRESSED BOX GIRDER SCHEME AND 155FT FOR COMPOSITE STEEL PLATE GIRDER SCHEME.

GRADE SEPARATION CIVIL:

- GRADE SEPARATION ROADWAY PROFILES ASSOCIATED WITH THE ANAHEIM WEST YARD ARE INCLUDED WITH THE MODIFICATIONS AS DESCRIBED ABOVE.
- TO FURTHER EXPLAIN THE COMPLEXITY OF THE AT-GRADE OPTION, A PRELIMINARY CONSTRUCTION PHASING AND SEQUENCING SCHEME FROM TELEGRAPH AVE. TO LAKELAND ROAD IS INCLUDED. THIS EXAMPLE ILLUSTRATES THE COMPLEXITY OF THE AT-GRADE ALIGNMENT AND THE RESULTANT STRUCTURE MODIFICATION/NEW CONSTRUCTION AND THE TRACKAGE RELOCATION BETWEEN ADJACENT GRADE SEPARATIONS WHILE MAINTAINING SAFE TRAIN OPERATION.

LAUS SAME LEVEL STATION:

- THE PLATFORM LAYOUT WAS GIVEN BY METROLINK. THE CONCEPT LEADS TO DISPLACEMENT OF THE GOLD LINE STATION WESTWARD BY MORE THAN 80FT.
- TOP OF RAIL ELEVATION IS REFINED TO EL 310.6 TO ACCOMMODATING LA PALMDALE LINE NORTH APPROACH CONNECTION.
- EACH CENTER PLATFORM IS 30FT WIDE.
- LAUS STATION SPACE PROGRAM DESIGN WILL BE DEVELOPED IN NEXT PHASE THRU TWO TO THREE CHARRETTE OPPORTUNITIES WITH EMT AND MTA, OWNER OF THE STATION.

ARTIC AT-GRADE STATION:

- THE PLATFORM AND TRACK LAYOUT WAS GIVEN BY PMT. STV WAS TASKED TO VERIFY THE VERTICAL CIRCULATION NEED IN TERMS OF FIRE LIFE SAFETY REQUIREMENTS.

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REV	DATE	BY	SUB	APP	DESCRIPTION

DESIGNED BY J. MARTINEZ
DRAWN BY D. BARRAZA
CHECKED BY KT SU
IN CHARGE D. THOMSON
DATE 06-30-10



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CALIFORNIA HIGH-SPEED RAIL AUTHORITY
FLY CALIFORNIA
Without ever leaving the ground.

**CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM**
CONSOLIDATED SHARED TRACK ALTERNATIVE
5% DESIGN
DESIGNER NOTES FOR FINAL SUBMITTAL

CONTRACT NO. HSR06-0005
DRAWING NO. BJ0829
SCALE NO SCALE
SHEET NO.

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DESIGNER NOTES FOR PRE-FINAL SUBMITTAL:

THIS NOTE SHEET IS PREPARED TO ADDRESS DESIGN CHANGES THAT HAVE BEEN THE RESULT OF OUTREACH ACTIVITIES WITH NUMEROUS STAKE HOLDERS, SUCH AS GATEWAY CITIES AND SOUTHERN CALIFORNIA RAILROAD OPERATORS, SINCE THE DRAFT SUBMITTAL MADE ON MAY 19, 2010.

DUE TO THE EVOLVING DEVELOPMENTS, THE DRAWINGS CONTENT CONTAINED IN ALL DISCIPLINES ILLUSTRATED IN THIS SUBMITTAL SET OF PLANS SUPERCEDE AND WILL MORE FULLY DESCRIBE THE DEVELOPMENT OF THE 5% SHARED TRACK ALIGNMENT AS IT IS KNOWN AT THIS DATE. INDIVIDUAL DRAWINGS MAY NOT BE CONSISTENT AND/OR COMPATIBLE WITH PREVIOUS DRAWINGS OF THE SAME SHEET NUMBER.

IN THE MEETING HELD ON MAY 27 2010 AT PMT LA OFFICE, BNSF EXPRESSED THE AT-GRADE SPLIT TRACK (2M+2H+1M OR M+2H+2M) SCHEME NEEDS FURTHER EVALUATION BY BNSF AND INITIALLY IS NOT FAVORABLE (OFFICIAL RESPONSE IS STILL OUTSTANDING). PMT INSTRUCTED STV ON MAY 28 TO START REVISING THE AT-GRADE SCHEME BETWEEN REDONDO JUNCTION RIVER BRIDGE (APPROXIMATELY MP 144.0) AND FULLERTON JUNCTION (APPROXIMATELY MP 165.0) BY USING THE "3M+2H ELEVATED HST SHARED CONCEPT" FOR THE ENVIRONMENTAL PROCESS ANALYSIS. THE ELEVATED GUIDEWAY WILL ALTERNATE FROM ONE SIDE OF THE EXISTING TRACKAGE TO THE OTHER DEPENDENT UPON SENSITIVE LAND USES.

A REVISED TRACK CHART IS INCLUDED TO COMPLY WITH THESE INSTRUCTION.

THE FOLLOWING SUMMARIZES THE MAJOR EVENTS.

ALIGNMENT DESIGN:

- 1. AT-GRADE ARTIC STATION PLATFORM IS MOVED 40FT WEST TO ALLOW FOR END BUFFER ZONE.
- 2. DOUBLE REVERSED SHARP CURVE LAYOUT PROPOSED BY MTA-METROLINK IMMEDIATE SOUTH OF LAUS (SAME LEVEL PLATFORM SCHEME) IS USED, WITH SPIRALS INSERTED BETWEEN THE CURVE AND THE TANGENT AND CROSSEVERS SHIFTED SOUTH OF THE 1" STREET BRIDGE.
- 3. A CONNECTION SECTION FOR THE FUTURE LA-SD SEGMENT SOUTH OF 1" STREET. THIS CONNECTION MAY BE EITHER A TUNNEL OR AERIAL, AS CLEARED BY THE LA-SD ENVIRONMENTAL DOCUMENT.
- 4. 3 STORAGE/LAY UP TRACKS SOUTH OF LAUS ARE INCLUDED PER DIRECTION FROM PMT. A PORTION OF THE RED LINE TRACKS WILL BE AFFECTED BY THE STORAGE TRACK INSTALLATION. ALL HSR, METROLINK, AND AMTRAK TRAINS WILL SHARE THE USE OF THE REDONDO JUNCTION BRIDGE. PRELIMINARY OPERATIONAL ANALYSIS SHOWS THERE IS ENOUGH CAPACITY TO ACCOMODATE ALL PLANNED TRAIN OPERATIONS. FUNCTIONAL SECTIONS FOR BOTH AT-GRADE AND ELEVATED ARE INCLUDED. THE AT-GRADE SECTION (2M+2H+M) REQUIRES APPROXIMATELY 140FT ROW. THE ELEVATED SECTION IS STILL BEING REFINED TO REACH THE GOAL OF REQUIRING NO ADDITIONAL ROW TAKE. THE EXACT ROW TAKE FOR THE "3M+2H" ELEVATED HST SHARED CONCEPT WILL DEPEND ON THE LOCATION OF EXISTING M1 TRACK. RELOCATION OF M1 THROUGH M3 WILL BE MINIMIZED TO REDUCE CONSTRUCTION IMPACTS ON EXISTING GRADE SEPARATIONS. STV IS IN THE PROCESS OF INCORPORATING PMT'S INSTRUCTION REGARDING THE FULL ELEVATED CONCEPT BETWEEN HOBART YARD AND FULLERTON JUNCTION. AS A RESULT, THE ALIGNMENT WITHIN THE SAID AREA REMAINS AS THE DRAFT SUBMITTAL WITH EXCEPTION THAT SOME AREAS WITH THE AT-GRADE "2M+2H+M" SCHEME ARE CHANGED TO THE AT-GRADE "3M+2H" SCHEME.

STRUCTURE:

- 1. FIVE VIADUCT PLANS FOLLOWING THE DRAFT SUBMITTAL ALIGNMENT ARE INCLUDED. FUNCTIONAL VIADUCT SECTION MEETING TM REQUIREMENTS IS APPLIED. THE REVISED DECK WIDTH IS 48FT-6IN WITH 3FT WALKWAY ON BOTH SIDE OF THE TRACK.
- 2. ELEVATED VIEWS OF EXISTING 1" STREET BRIDGE, 4" STREET BRIDGE, 6" STREET BRIDGE, 7" STREET BRIDGE, OLYMPIC BLVD. BRIDGE, AND I-10 USING AS-BUILT INFORMATION AVAILABLE TO STV RECENTLY ARE INCLUDED. THE ELEVATION SECTION VIEWS PROVIDE VERTICAL CLEARANCE AS WELL AS THE LOCATION OF PROPOSED M AND H TRACKS BENEATH THE BRIDGES.
- 3. A SECTION OF EXISTING REDONDO RIVER CROSSING WITH PROPOSED SIDE WALKWAY MODIFICATION IS INCLUDED. THE MODIFICATION INCLUDES THE ALLOWANCE FOR THE INSTALLATION OF OCS POLE SUPPORT.
- 4. GRADE SEPARATION STRUCTURES ASSOCIATED WITH ANAHEIM YARD ARE INCLUDED WITH THE FOLLOWING MODIFICATIONS:
 - a. BOTH HST AND METROLINK SHARE EXISTING TRACKAGE (TWO TRACKS) TO COMPLY WITH THE 50FT ROW RESTRICTION.
 - b. ONE OF THE NORTH YARD LEAD TRACKS IS DELETED PER PMT INSTRUCTION. ROAD CLOSURES AND GRADE SEPARATIONS ARE NOT FINALIZED AT THIS TIME AND MAY CHANGE AS FURTHER OUTREACH AND TRAFFIC ANALYSIS IS COMPLETED.

GRADE SEPARATION CIVIL:

- 1. GRADE SEPARATION ROADWAY PROFILES ASSOCIATED WITH ANAHEIM YARD ARE INCLUDED WITH THE MODIFICATIONS AS DESCRIBED ABOVE.
- 2. TO FURTHER EXPLAIN THE COMPLEXITY OF THE AT-GRADE OPTION, A PRELIMINARY CONSTRUCTION PHASING AND SEQUENCING SCHEME FROM TELEGRAPH AVE. TO LAKELAND ROAD IS INCLUDED. THIS EXAMPLE ILLUSTRATES THE COMPLEXITY OF THE AT-GRADE ALIGNMENT AND THE RESULTANT STRUCTURE MODIFICATION/NEW CONSTRUCTION AND THE TRACKAGE RELOCATION BETWEEN ADJACENT GRADE SEPARATIONS WHILE MAINTAINING SAFE TRAIN OPERATION.

8" STREET YARD CONCEPT:

- 1. AN INDEPENDENT STUDY WAS PERFORMED TO STUDY THE FEASIBILITY OF PLACING A HST LEVEL 3 ROLLING STOCK MAINTENANCE YARD ONTO THE EXISTING AMTRAK YARD SITE. THIS SCHEME HAS NOT BEEN DISCUSSED, SHOWN, NOR CLEARED WITH THE OWNING OR OPERATING RAILROADS AS OF THE DATE OF THIS SUBMITTAL. THEREFORE, THIS STUDY IS FOR DISCUSSION PURPOSES AND DOES NOT NEED TO BE REVIEWED TECHNICALLY UNTIL CONCURRANCE AS TO ACCEPTABILITY IS OBTAINED.
- 2. THE STUDY RESULT IS INCLUDED IN A SET OF 6 PLANS.

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REV	DATE	BY	SUB	APP	DESCRIPTION

DESIGNED BY J. MARTINEZ
DRAWN BY D. BARRAZA
CHECKED BY KT SU
IN CHARGE D. THOMSON
DATE 06-07-10



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CALIFORNIA HIGH-SPEED RAIL AUTHORITY
FLY CALIFORNIA
Without ever leaving the ground.

**CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM**
CONSOLIDATED SHARED TRACK ALTERNATIVE
5% DESIGN
DESIGNER NOTES FOR PRE-FINAL SUBMITTAL

CONTRACT NO. HSR06-0005
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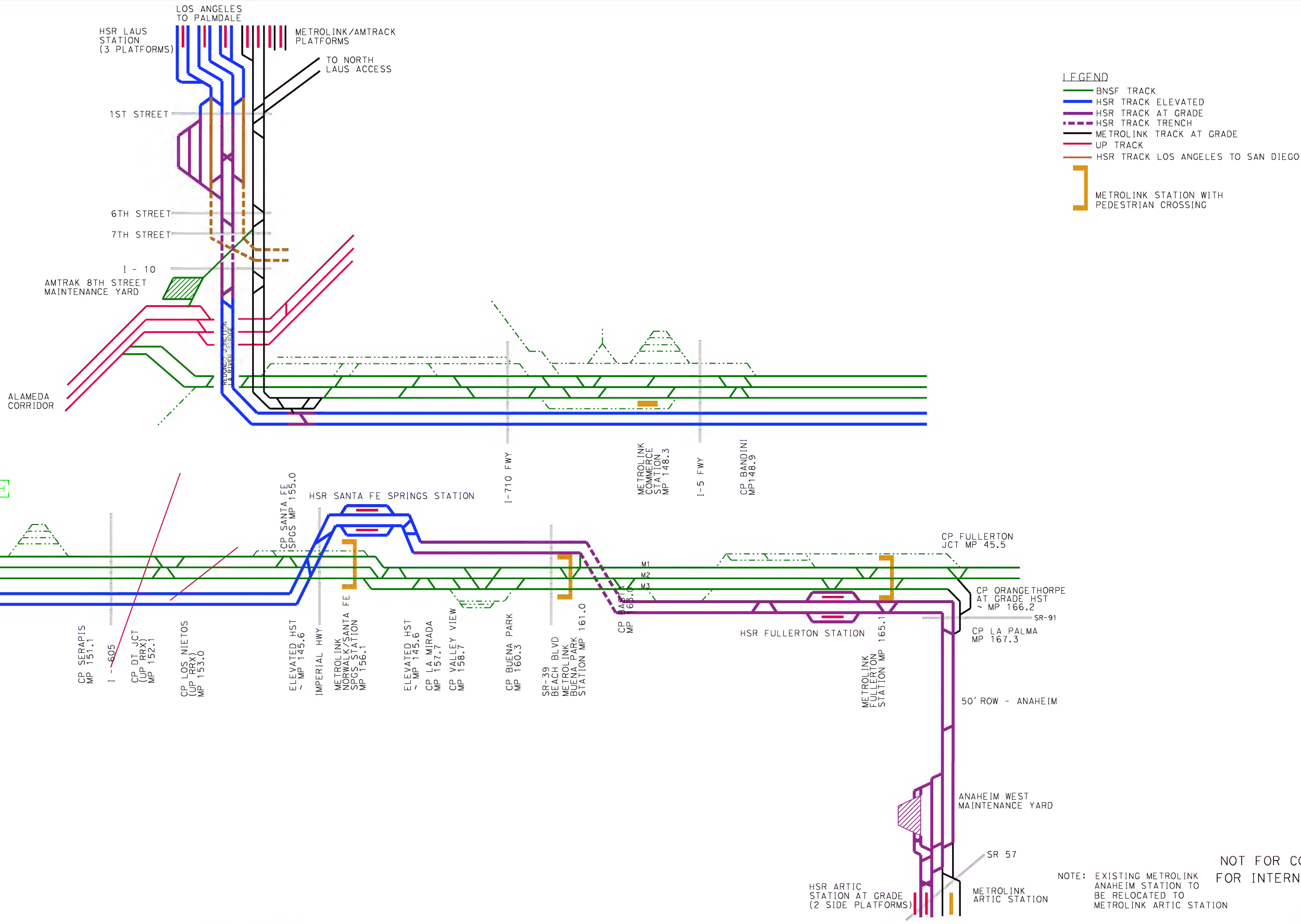
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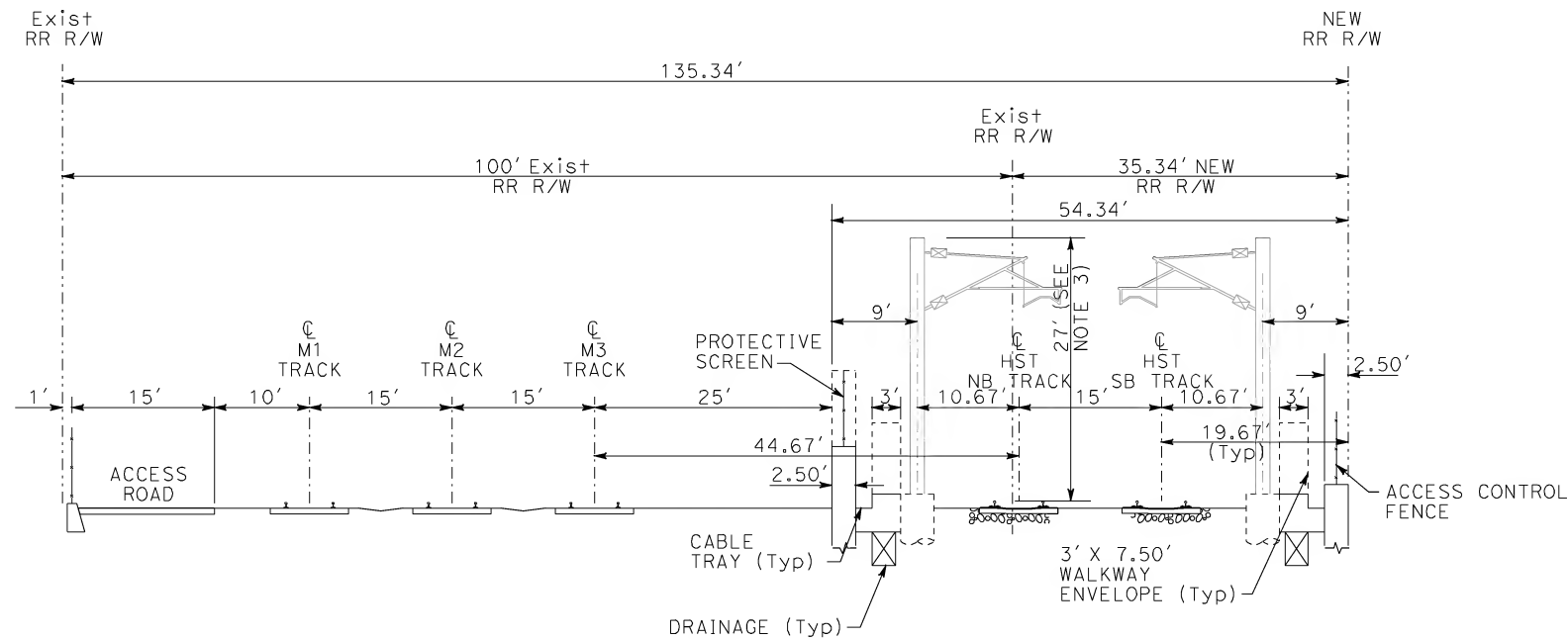
DESIGNED BY D. THOMSON
DRAWN BY J. MARTINEZ
CHECKED BY KT SU
IN CHARGE D. THOMSON
DATE 06-30-10



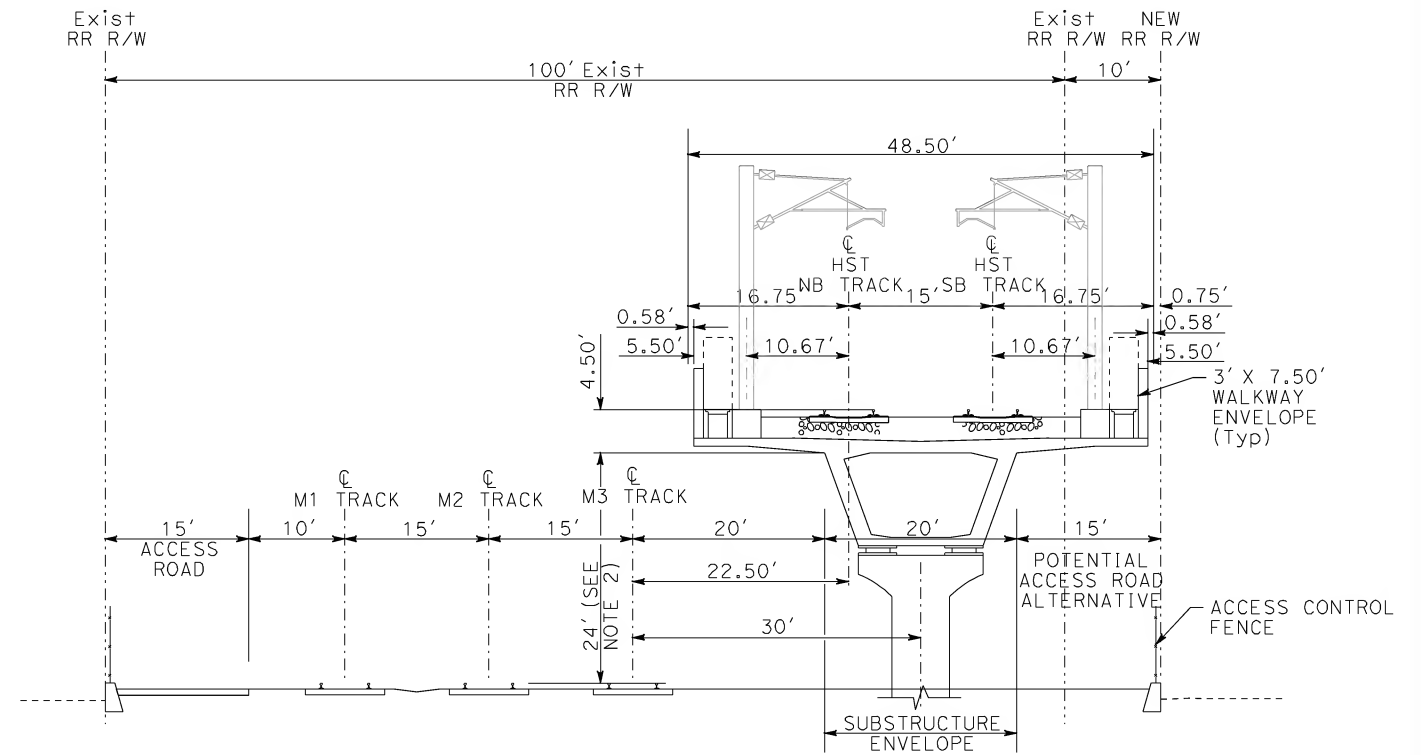
CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM
CONSOLIDATED SHARED TRACK ALTERNATIVE
5% DESIGN
TRACK CHART SCHEMATIC

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3+2 (HST) SHARED CONCEPT



3+2 (HST) ELEVATED HST SHARED CONCEPT

- NOTE:
1. VERTICAL CLEARANCE WILL BE INCREASED TO ACCOMMODATE EXISTING INDUSTRIAL SERVICE TRACK MOVEMENT BENEATH THE ELEVATED HST GUIDEWAY.
 2. EXACT LOCATION OF M3 TRACK WILL IMPACT THE EXTENT OF AVAILABLE R/W.
 3. HEIGHT FROM TOP OF RAIL TO TOP OF OCS POLE TO BE VERIFIED.

NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY



REV	DATE	BY	SUB	APP	DESCRIPTION

DESIGNED BY K. MCCULLOUGH
DRAWN BY K. MCCULLOUGH
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IN CHARGE D. THOMSON
DATE 06-30-10



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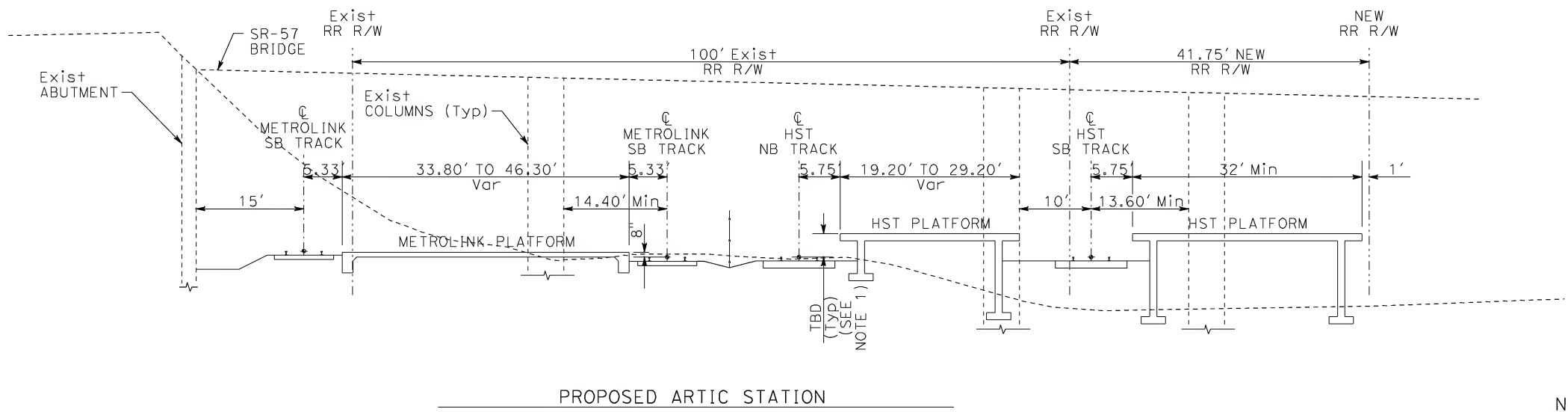
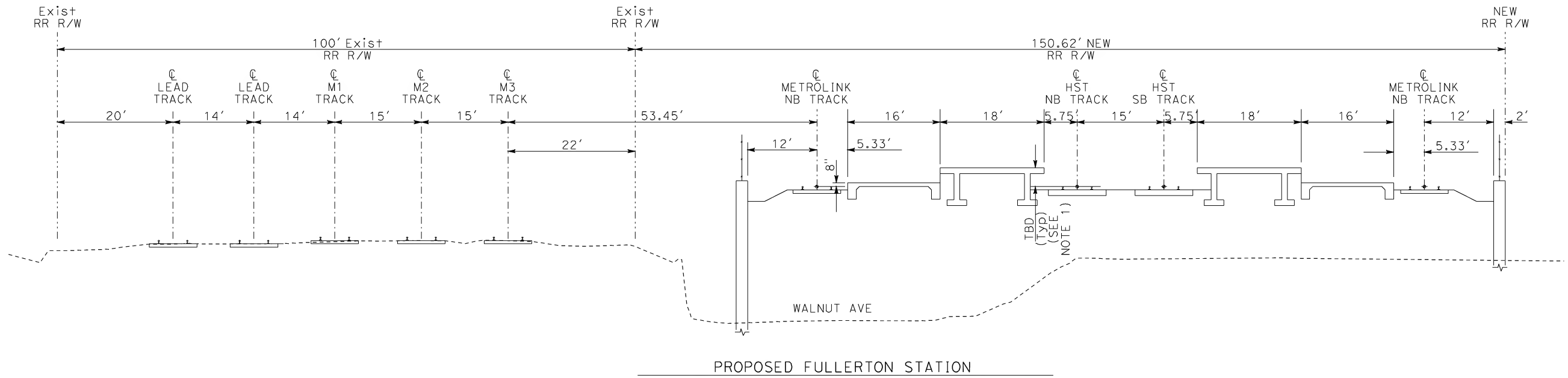


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CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM
CONSOLIDATED SHARED TRACK ALTERNATIVE
5% DESIGN
TYPICAL CROSS SECTIONS

CONTRACT NO. HSR06-0005
DRAWING NO. TJ3501
SCALE AS SHOWN
SHEET NO.

NOTE:
1. PLATFORM HEIGHT SUBJECT TO CHANGE.



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1"=10'

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REV	DATE	BY	SUB	APP	DESCRIPTION

DESIGNED BY
K. MCCULLOUGH

DRAWN BY
K. MCCULLOUGH

CHECKED BY
K.T. SU

IN CHARGE
D. THOMSON

DATE
06-30-10



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CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM
CONSOLIDATED SHARED TRACK ALTERNATIVE
5% DESIGN
PROPOSED STATION CROSS SECTIONS

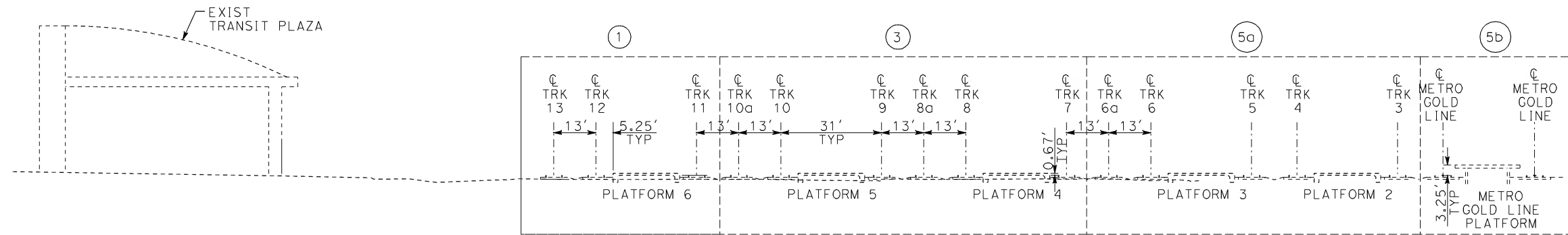
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HSR06-0005

DRAWING NO.
TJ3502

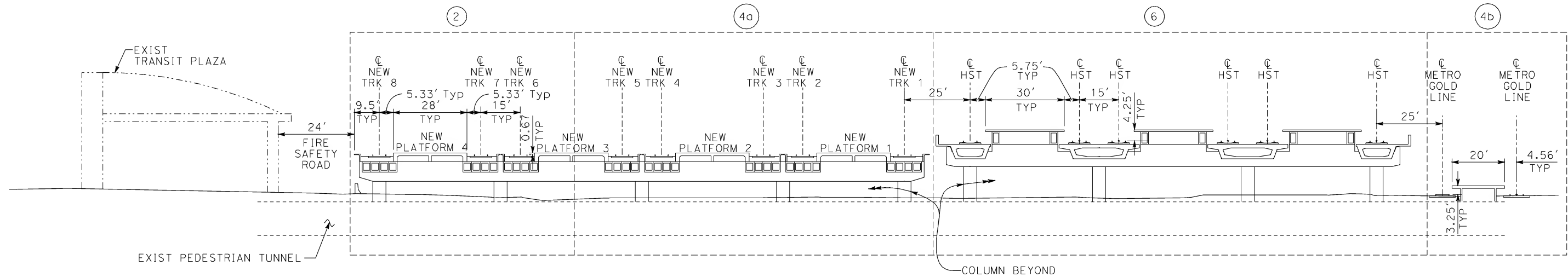
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LAUS - EXISTING

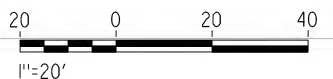


LAUS - SHARED TRACK SAME LEVEL CONCEPT

CONSTRUCTION SEQUENCE:

1. SHUT DOWN TRACK 10a. DEMOLISH TRACK 11 THRU 13 AND PLATFORM 6.
2. BUILD NEW TRACKS 6 THRU 8 AND NEW PLATFORM 4 AND 3 (PARTIAL).
3. SHUT DOWN TRACK 6a AND 7. RELOCATE TRACK 8, 9 AND 10 TO NEW TRACK 6, 7 AND 8. DEMOLISH TRACK 7, 8, 8a, 9, 10 AND 10a AND PLATFORM 4 AND 5.
- 4a. BUILD THE REMAINING NEW TRACKS AND PLATFORMS FOR METROLINK/AMTRAK TRACKS.
- 4b. BUILD NEW TRACKS AND PLATFORM FOR METRO GOLD LINE. 4a AND 4b MIGHT BE PROCEEDED SIMULTANEOUSLY.
- 5a. RELOCATE TRACK 3 THRU 7 TO NEW TRACK 1 THRU 5.
- 5b. RELOCATE METRO GOLD LINE TRACKS.
6. DEMOLISH REMAINING EXIST TRACKS AND PLATFORMS. BUILD HST STATION.

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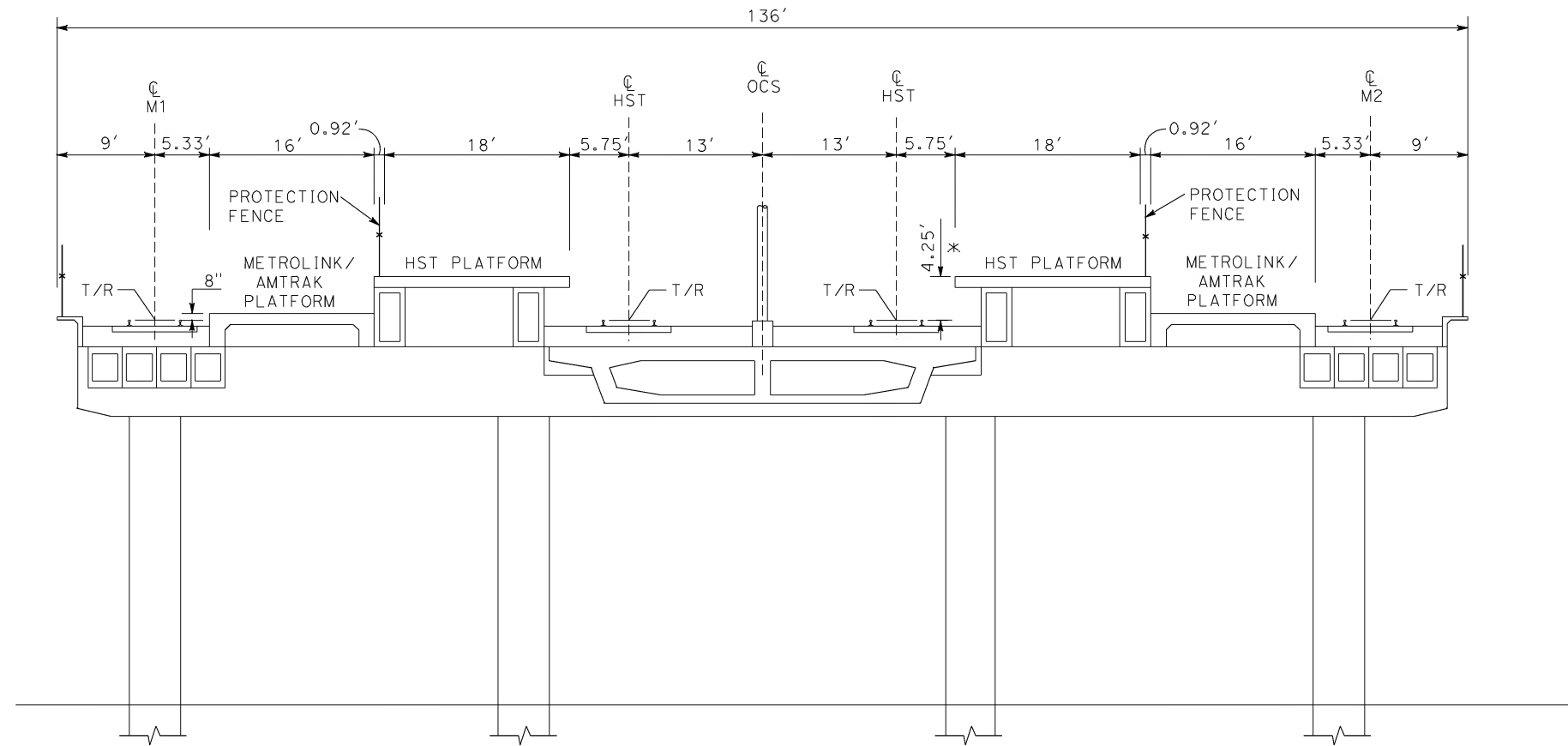
DESIGNED BY F. JEANG
DRAWN BY R. LIN
CHECKED BY K.T. SU
IN CHARGE D. THOMSON
DATE 06-30-10



CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM
CONSOLIDATED SHARED TRACK ALTERNATIVE
5% DESIGN
LAUS SAME LEVEL CONCEPT
SCHEMATIC SECTION

CONTRACT NO. HSR06-0005
DRAWING NO. CK1001
SCALE AS-SHOWN
SHEET NO.

6/30/2010 11:55:03 AM I:\projects\4013179\4013179_0001\Drawings\STR\3+2 Shared Track Option\Viaducts\Section\LO-CK-1002.dgn
martinj



NOTES:

1. STATION CONCOURSE NOT SHOWN AND TO BE DEVELOPED IN 15% DESIGN.
 2. HST T/R AND METROLINK T/R ASSUMED TO BE AT SAME ELEVATION.
- * HST PLATFORM HEIGHT SUBJECT TO CHANGE

HST SANTA FE SPRINGS STATION CONCEPT

NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY



REV	DATE	BY	SUB	APP	DESCRIPTION

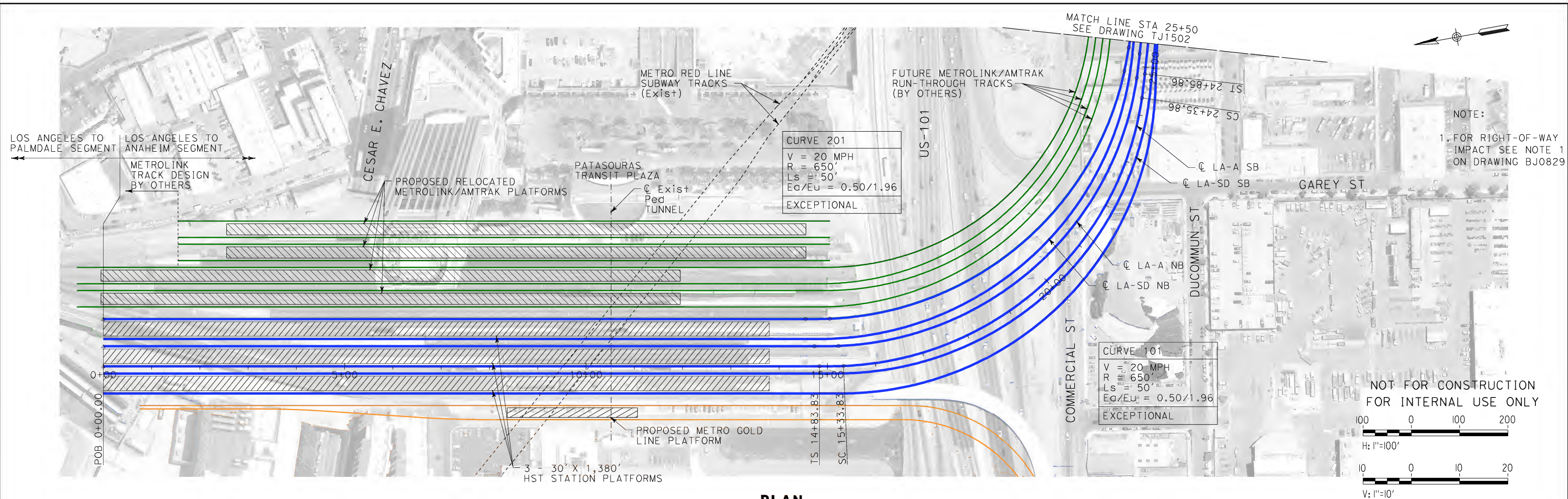
DESIGNED BY F. Jeang
DRAWN BY D. Saretzky
CHECKED BY K.T. Su
IN CHARGE D. Thomson
DATE 06-25-10



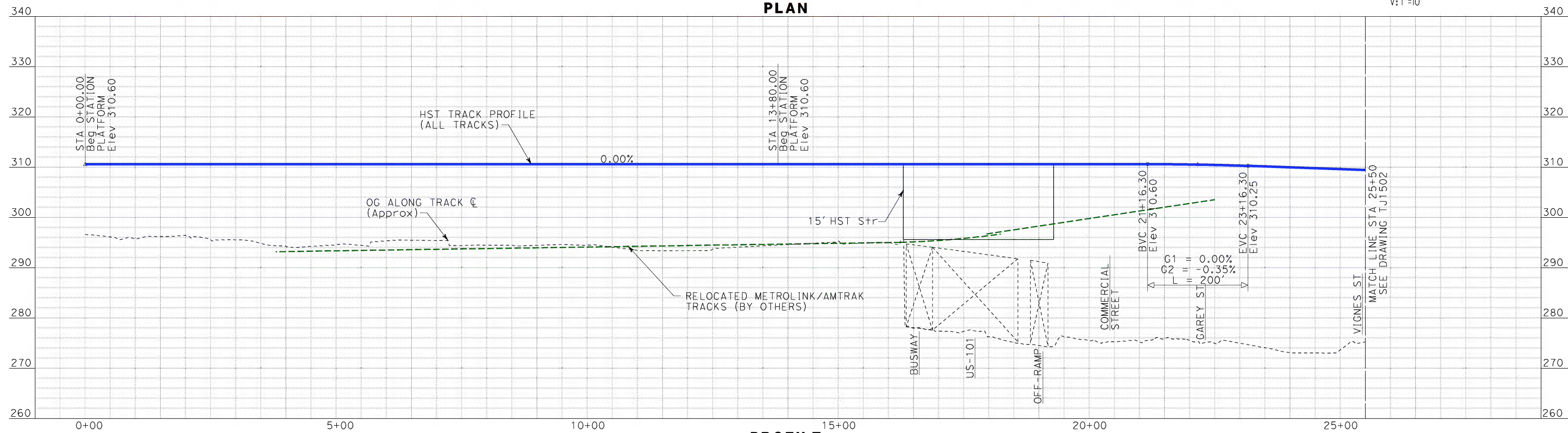
CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM
CONSOLIDATED SHARE TRACK ALTERNATIVE
5% DESIGN
SANTA FE SPRINGS STATION
SCHEMATIC SECTION

CONTRACT NO. HSR06-0005
DRAWING NO. CK1002
SCALE AS-SHOWN
SHEET NO.

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martinj



PLAN



PROFILE

REV	DATE	BY	SUB	APP	DESCRIPTION

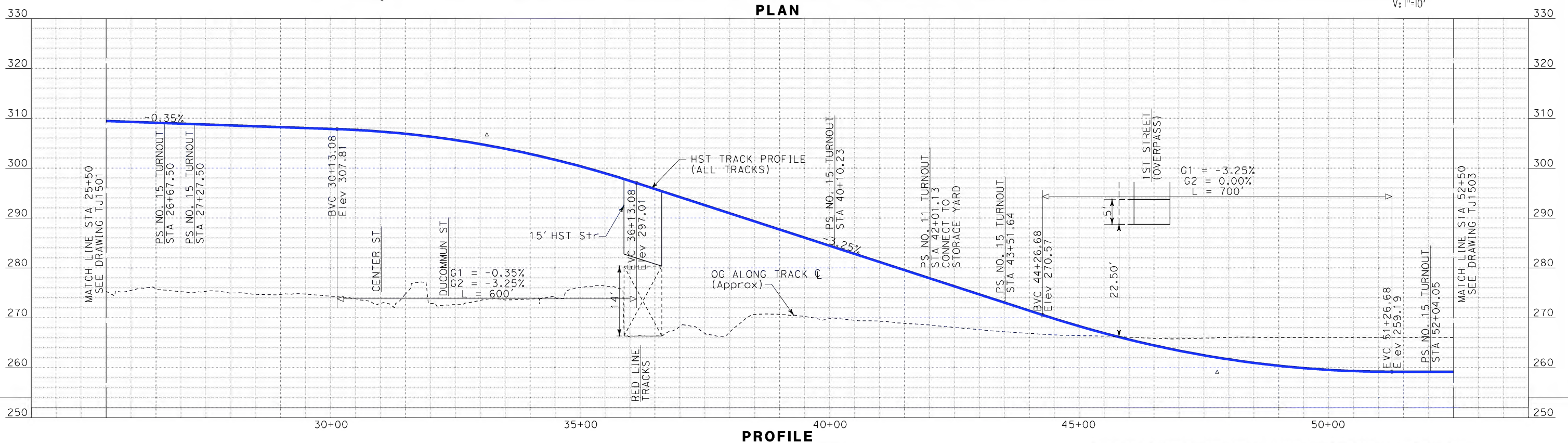
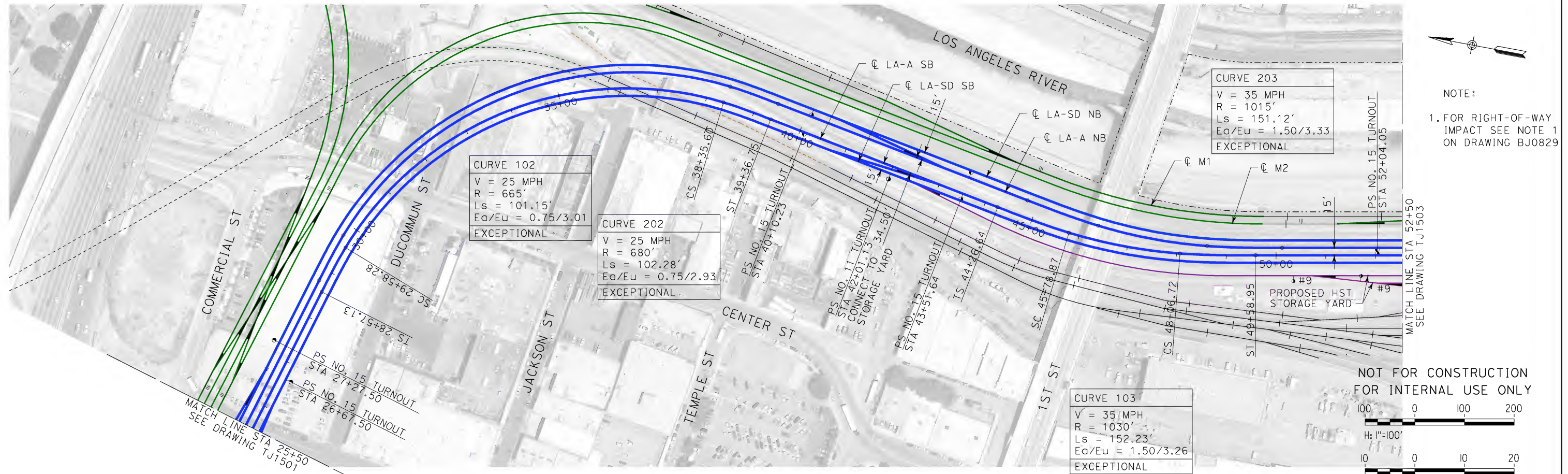
DESIGNED BY K. MCCULLOUGH
DRAWN BY K. MCCULLOUGH
CHECKED BY K.T. SU
IN CHARGE D. THOMSON
DATE 06-30-10



CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM
CONSOLIDATED SHARED TRACK ALTERNATIVE
5% DESIGN
PLAN AND PROFILE
STA 0+00 TO STA 25+50

CONTRACT NO. HSR06-0005
DRAWING NO. TJ1501
SCALE AS SHOWN
SHEET NO.

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DESIGNED BY K. MCCULLOUGH
DRAWN BY K. MCCULLOUGH
CHECKED BY K.T. SU
IN CHARGE D. THOMSON
DATE 06-30-10

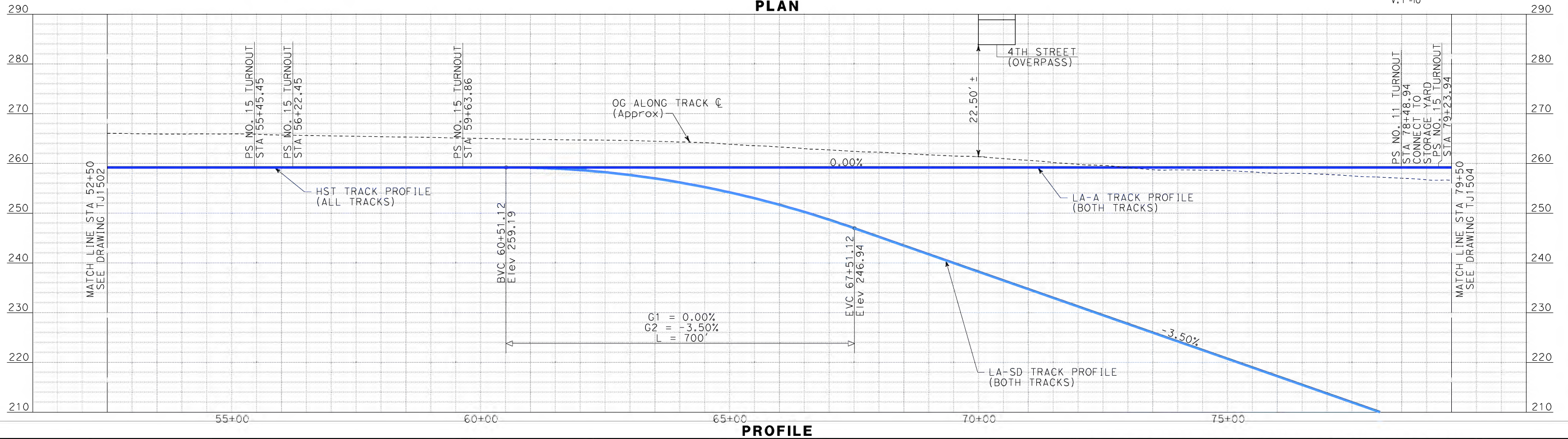
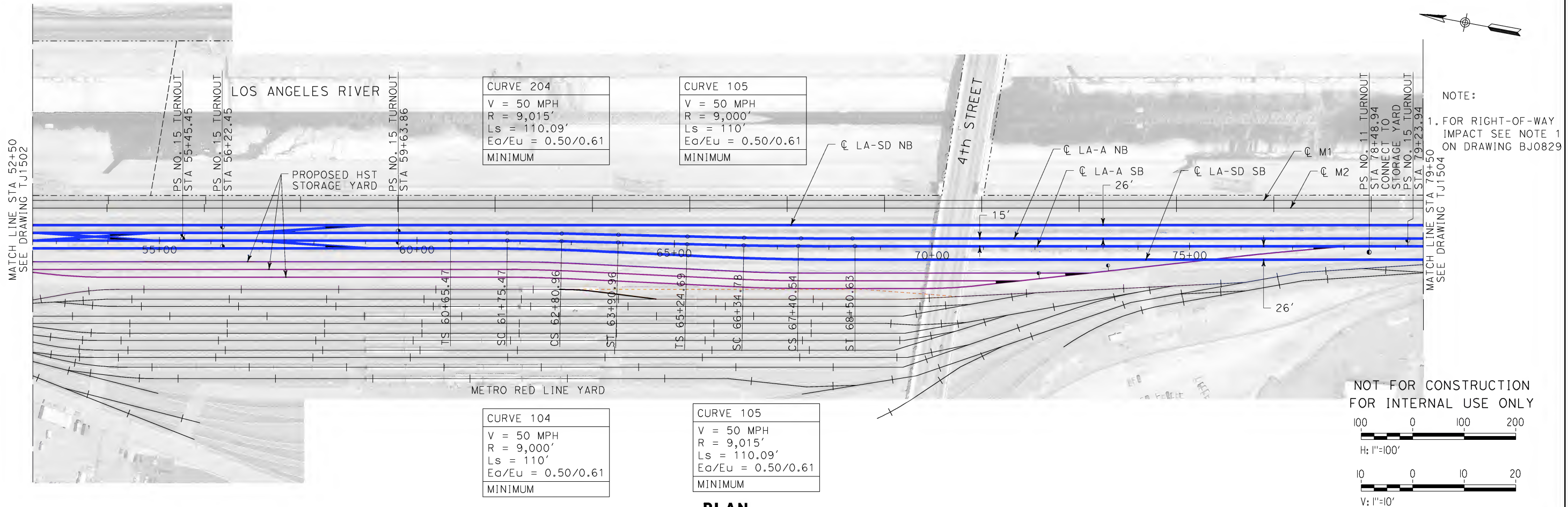


CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM
CONSOLIDATED SHARED TRACK ALTERNATIVE
5% DESIGN
PLAN AND PROFILE
STA 25+50 TO STA 52+50

CONTRACT NO. HSR06-0005
DRAWING NO. TJ1502
SCALE AS SHOWN
SHEET NO.

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DRAWN BY K. MCCULLOUGH
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DATE 06-30-10



STV Incorporated
ENGINEERS/ARCHITECTS/PLANNERS/CONSTRUCTION MANAGERS
1055 WEST SEVENTH STREET, SUITE 3150
LOS ANGELES, CA 90017-2556

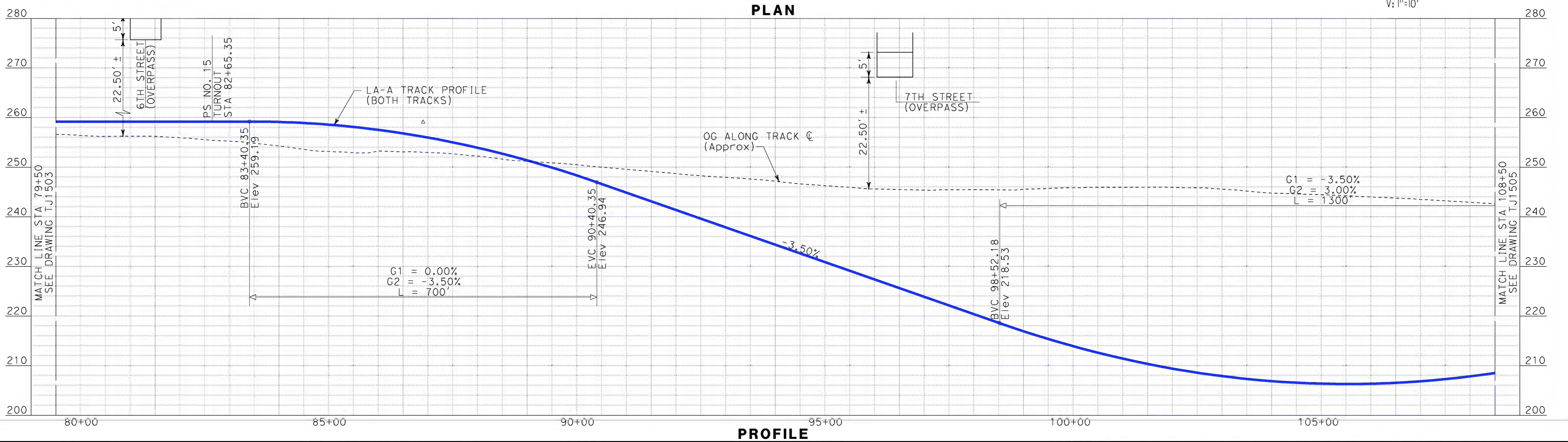
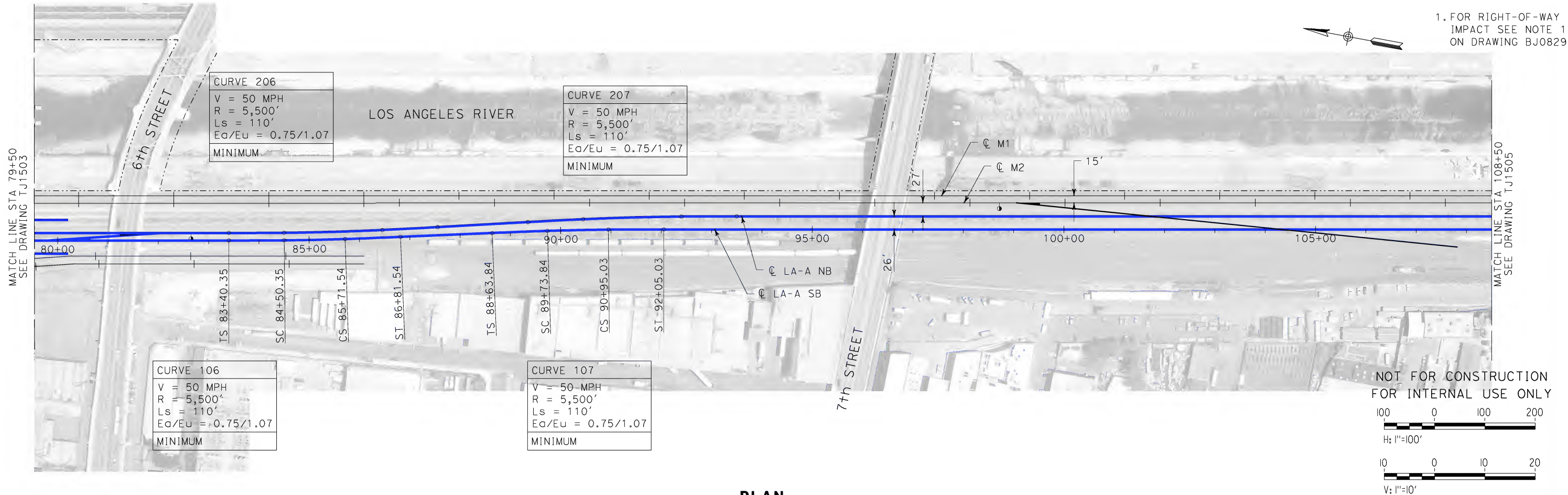


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**CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM**
CONSOLIDATED SHARED TRACK ALTERNATIVE
5% DESIGN
PLAN AND PROFILE
STA 52+50 TO STA 79+50

CONTRACT NO. HSR06-0005
DRAWING NO. TJ1503
SCALE AS SHOWN
SHEET NO.

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DRAWN BY K. MCCULLOUGH
CHECKED BY K.T. SU
IN CHARGE D. THOMSON
DATE 06-30-10

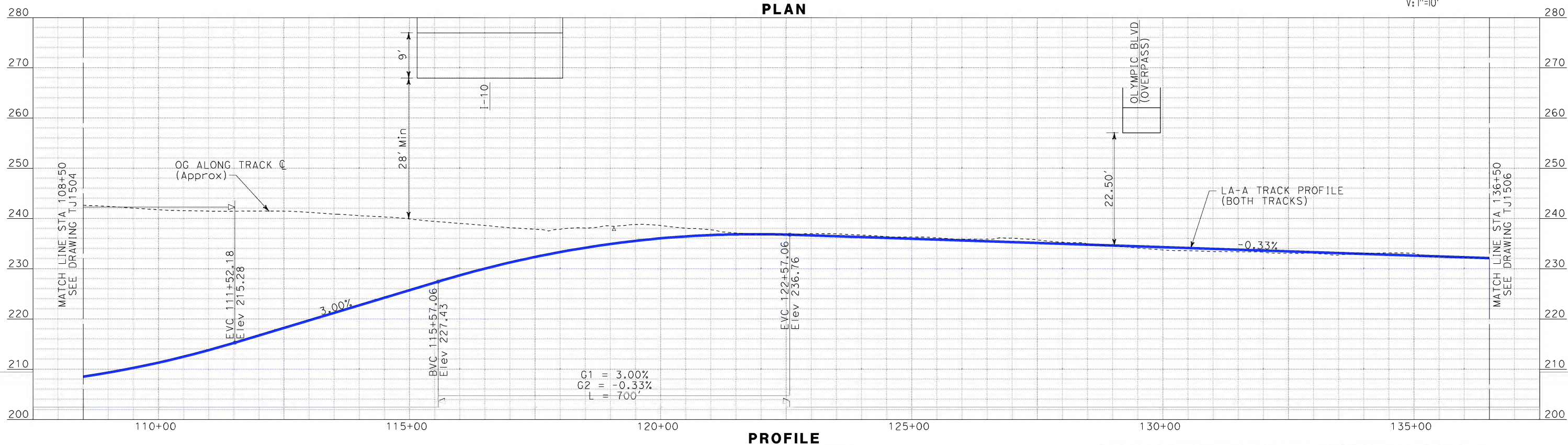
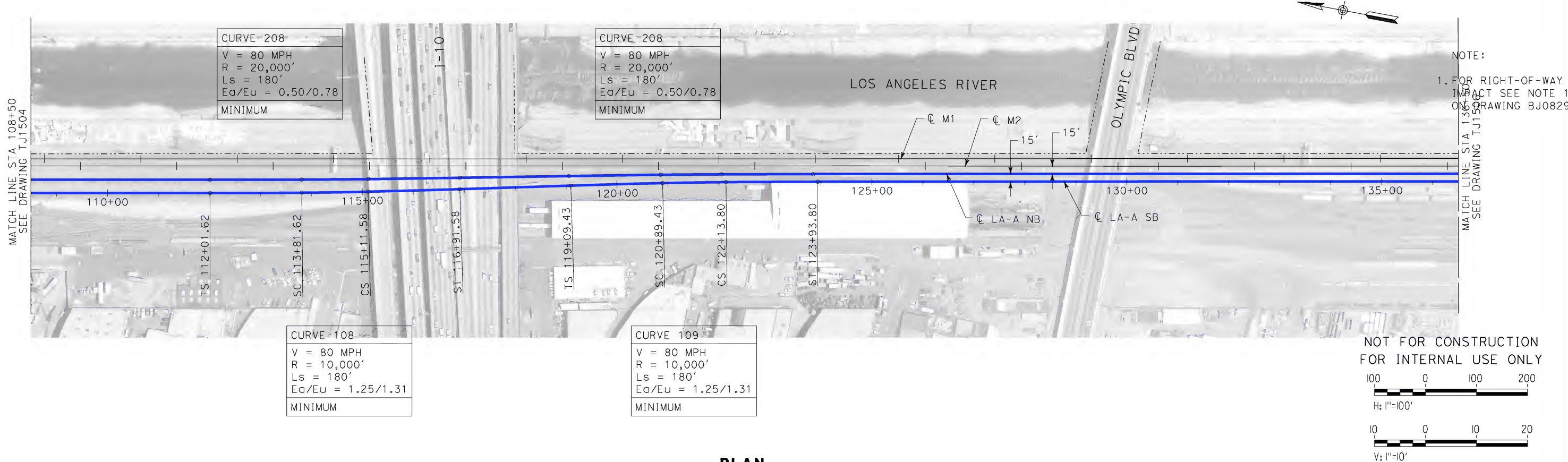


CALIFORNIA HIGH-SPEED RAIL AUTHORITY
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**CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM**
CONSOLIDATED SHARED TRACK ALTERNATIVE
5% DESIGN
PLAN AND PROFILE
STA 79+50 TO STA 108+50

CONTRACT NO. HSR06-0005
DRAWING NO. TJ1504
SCALE AS SHOWN
SHEET NO.

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DESIGNED BY K. MCCULLOUGH
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IN CHARGE D. THOMSON
DATE 06-30-10

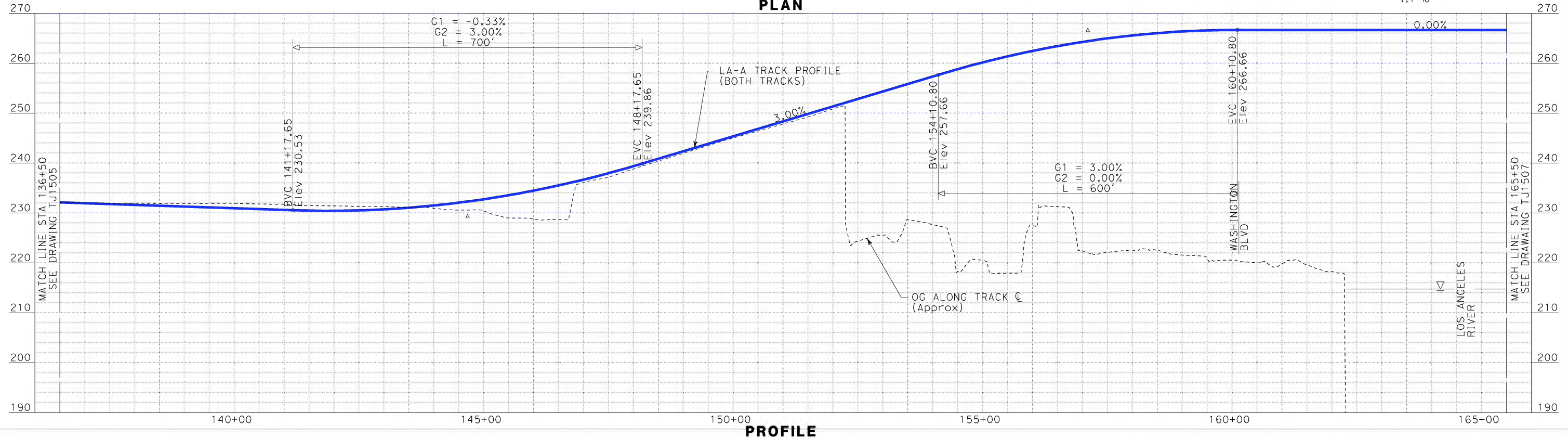


CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM
CONSOLIDATED SHARED TRACK ALTERNATIVE
5% DESIGN
PLAN AND PROFILE
STA 108+50 TO STA 136+50

CONTRACT NO. HSR06-0005
DRAWING NO. TJ1505
SCALE AS SHOWN
SHEET NO.

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DATE 06-30-10

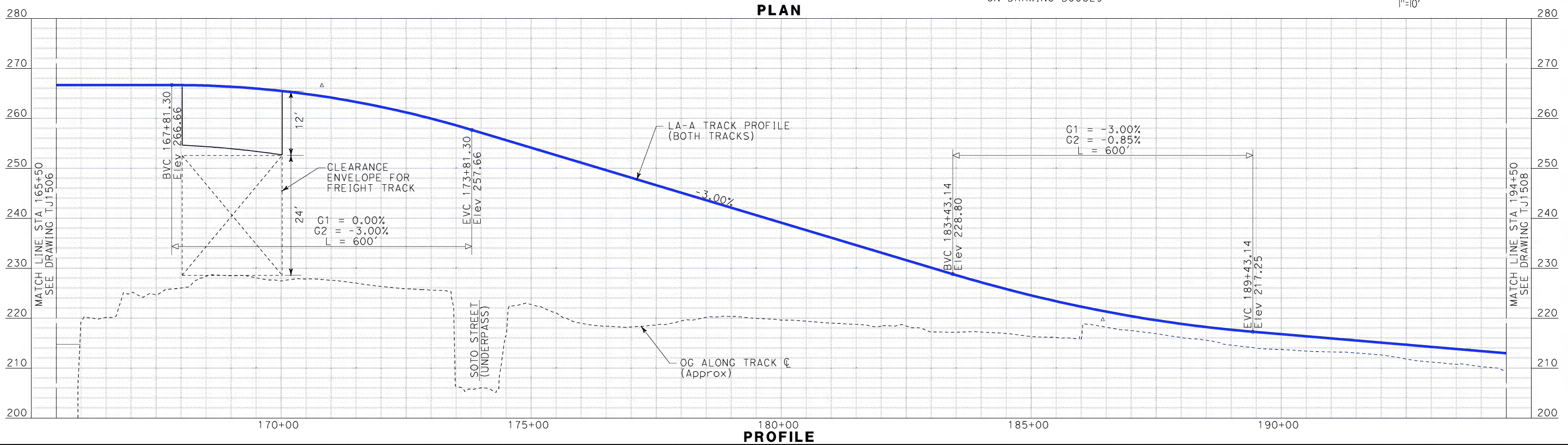
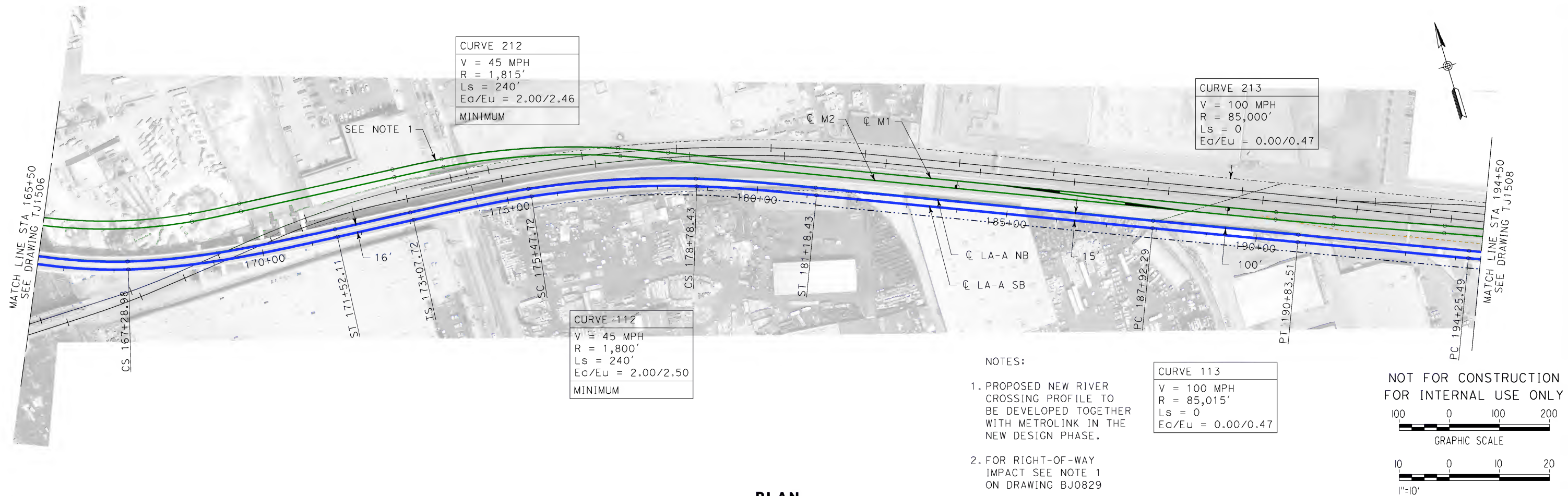
STV Incorporated
ENGINEERS/ARCHITECTS/PLANNERS/CONSTRUCTION MANAGERS
1055 WEST SEVENTH STREET, SUITE 3150
LOS ANGELES, CA 90017-2556

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LOS ANGELES TO ANAHEIM
CONSOLIDATED SHARED TRACK ALTERNATIVE
5% DESIGN
PLAN AND PROFILE
STA 136+50 TO STA 165+50

CONTRACT NO. HSR06-0005
DRAWING NO. TJ1506
SCALE AS SHOWN
SHEET NO.

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DESIGNED BY K. MCCULLOUGH
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DATE 06-30-10



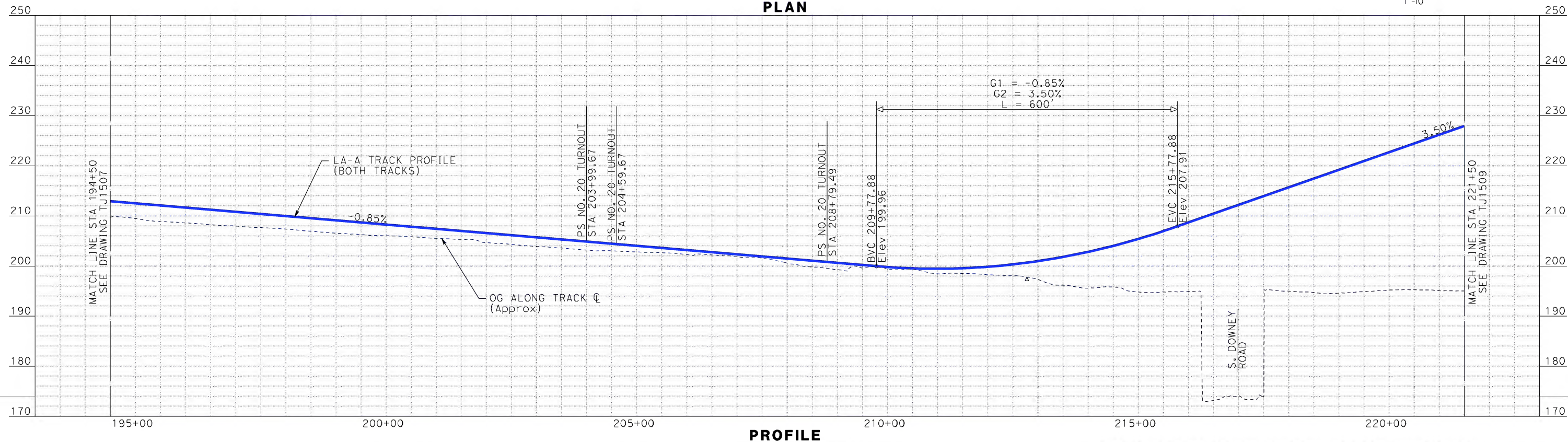
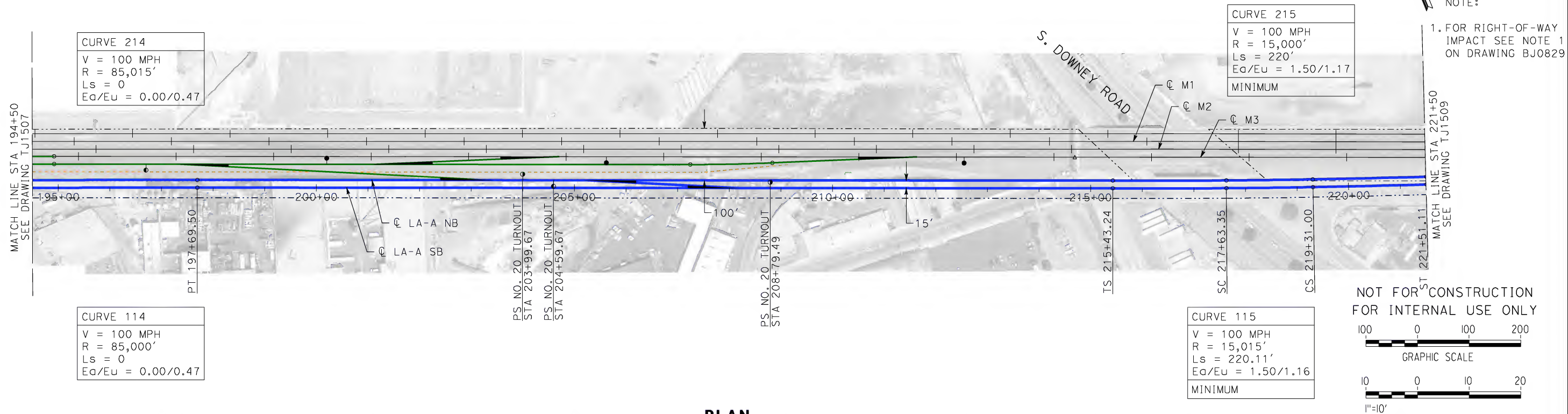
CALIFORNIA HIGH-SPEED RAIL AUTHORITY
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**CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM**
CONSOLIDATED SHARED TRACK ALTERNATIVE
5% DESIGN
PLAN AND PROFILE
STA 165+50 TO STA 194+50

CONTRACT NO. HSR06-0005
DRAWING NO. TJ1507
SCALE AS SHOWN
SHEET NO.

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IN CHARGE D. THOMSON
DATE 06-30-10



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CALIFORNIA HIGH-SPEED TRAIN PROJECT

LOS ANGELES TO ANAHEIM

CONSOLIDATED SHARED TRACK ALTERNATIVE

5% DESIGN

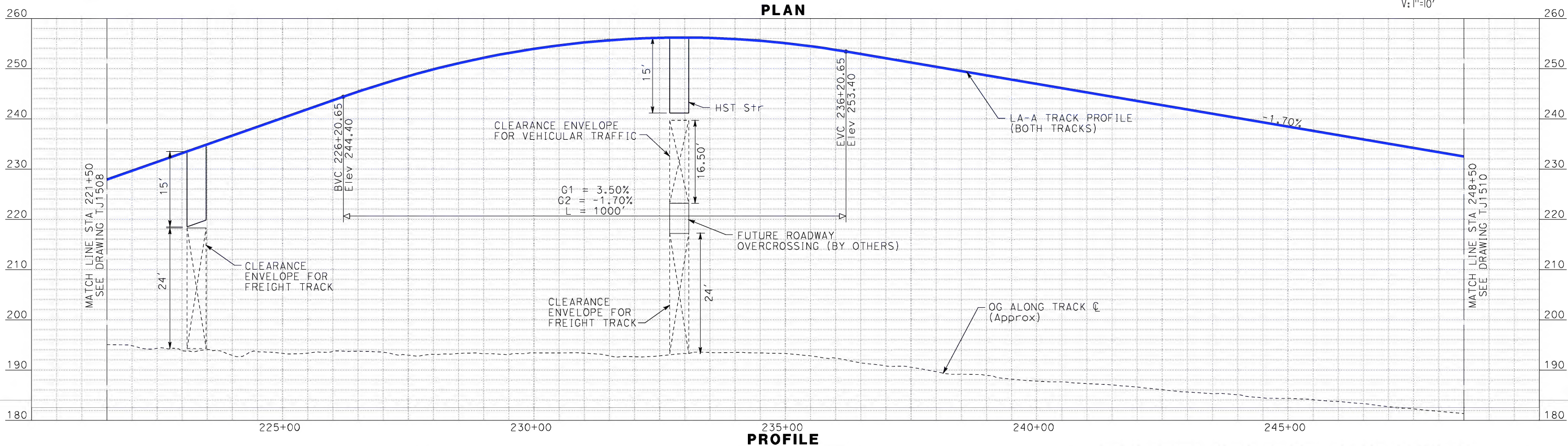
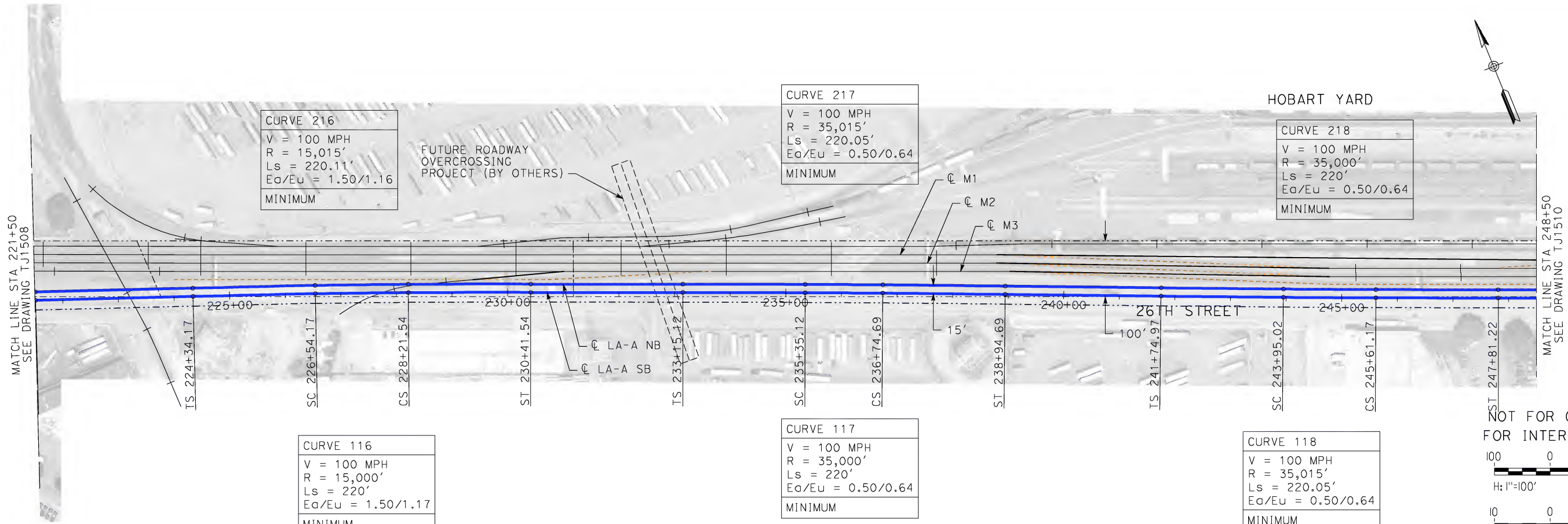
PLAN AND PROFILE

STA 194+50 TO STA 221+50

CONTRACT NO. HSR06-0005
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SCALE AS SHOWN
SHEET NO.

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DESIGNED BY K. MCCULLOUGH
DRAWN BY K. MCCULLOUGH
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DATE 06-30-10

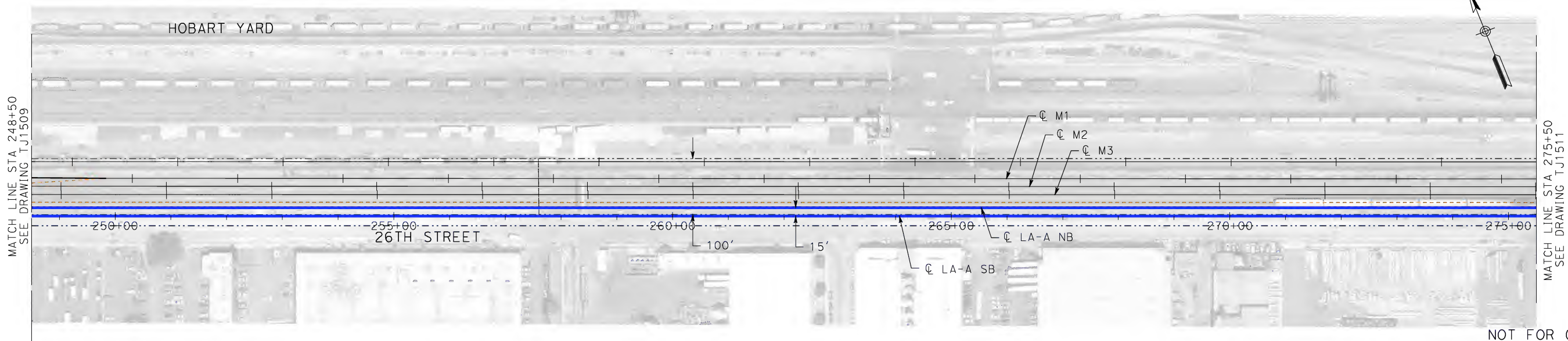


CALIFORNIA HIGH-SPEED RAIL AUTHORITY
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**CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM**
CONSOLIDATED SHARED TRACK ALTERNATIVE
5% DESIGN
PLAN AND PROFILE
STA 221+50 TO STA 248+50

CONTRACT NO. HSR06-0005
DRAWING NO. TJ1509
SCALE AS SHOWN
SHEET NO.

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NOTE:
1. FOR RIGHT-OF-WAY
IMPACT SEE NOTE 1
ON DRAWING BJ0829

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100 0 100 200

H: 1"=100'

10 0 10 20

V: 1"=10'

PLAN



PROFILE

DESIGNED BY K. MCCULLOUGH
DRAWN BY K. MCCULLOUGH
CHECKED BY K.T. SU
IN CHARGE D. THOMSON
DATE 06-30-10



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ENGINEERS/ARCHITECTS/PLANNERS/CONSTRUCTION MANAGERS
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LOS ANGELES, CA 90017-2556



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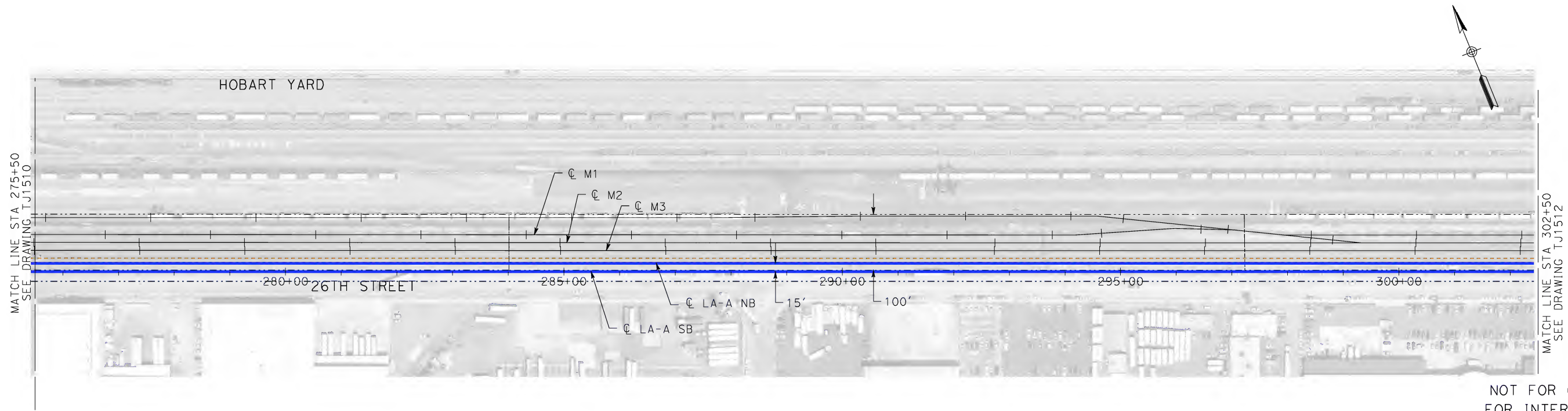
**CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM**
CONSOLIDATED SHARED TRACK ALTERNATIVE
5% DESIGN
PLAN AND PROFILE
STA 248+50 TO STA 275+50

CONTRACT NO. HSR06-0005
DRAWING NO. TJ1510
SCALE AS SHOWN
SHEET NO.

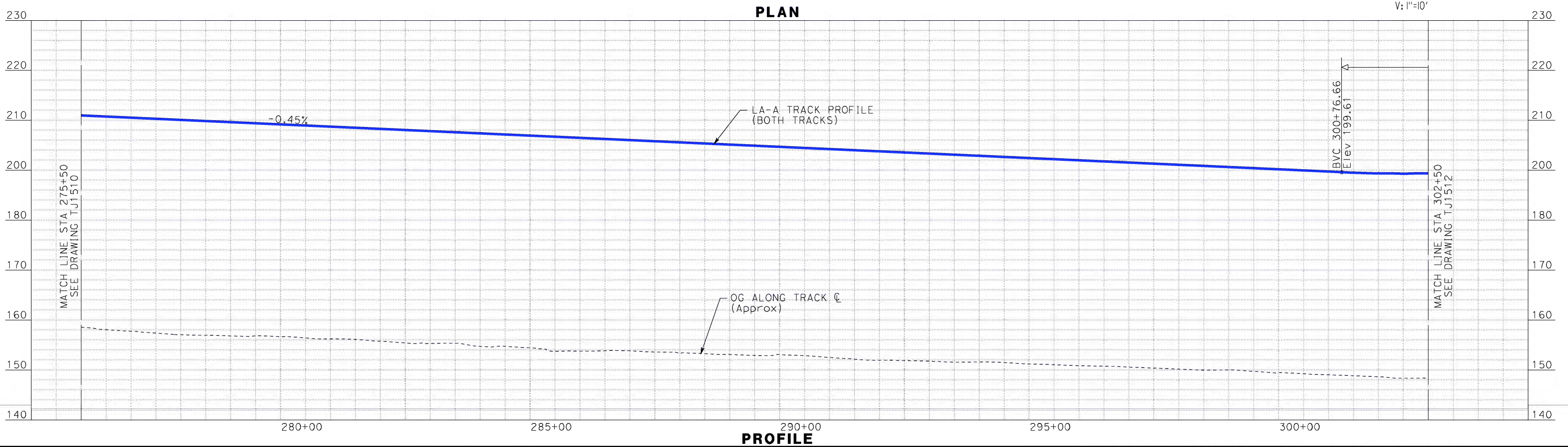
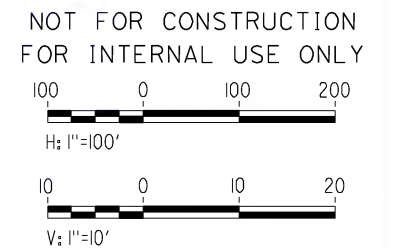
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NOTE:
1. FOR RIGHT-OF-WAY
IMPACT SEE NOTE 1
ON DRAWING BJ0829



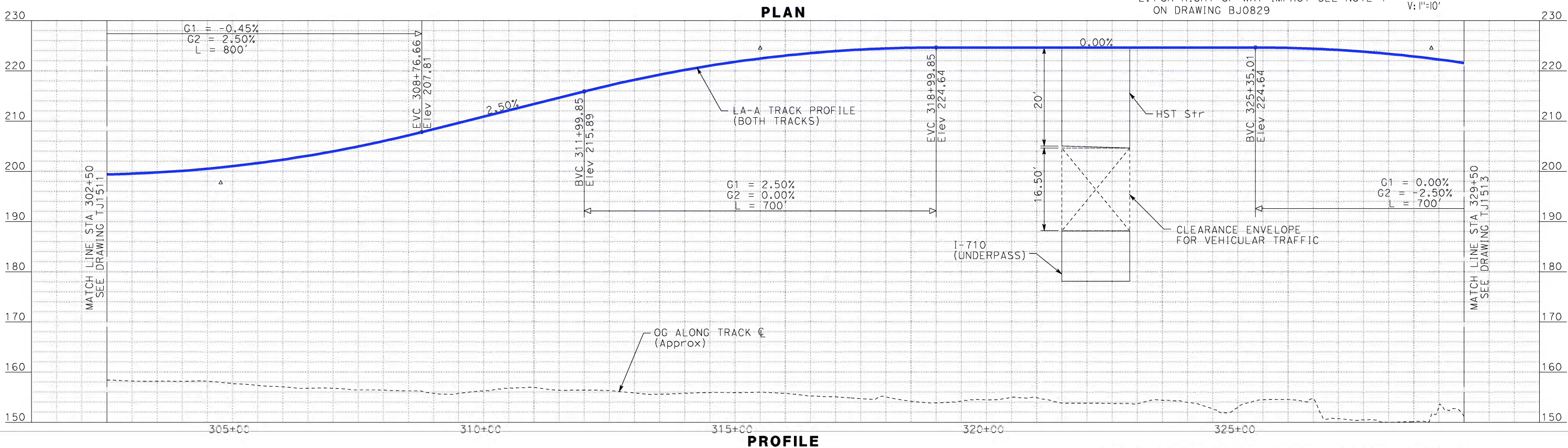
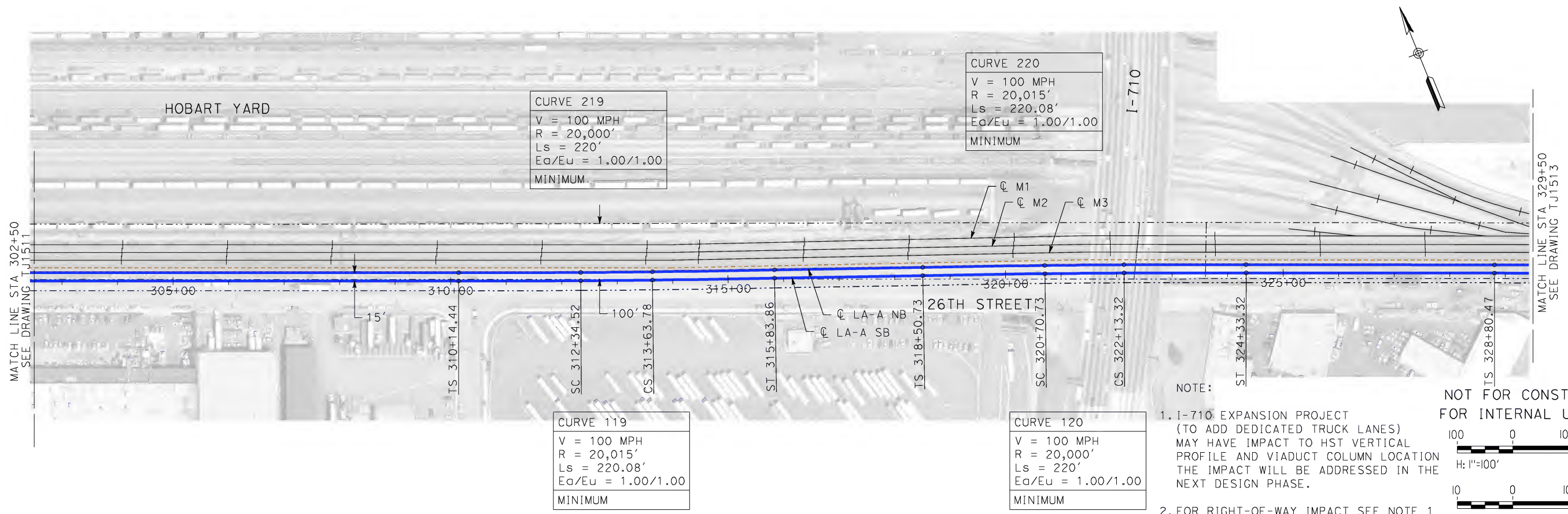
REV	DATE	BY	SUB	APP	DESCRIPTION

DESIGNED BY K. MCCULLOUGH
DRAWN BY K. MCCULLOUGH
CHECKED BY K.T. SU
IN CHARGE D. THOMSON
DATE 06-30-10



CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM
CONSOLIDATED SHARED TRACK ALTERNATIVE
5% DESIGN
PLAN AND PROFILE
STA 275+50 TO STA 302+50

CONTRACT NO. HSR06-0005
DRAWING NO. TJ1511
SCALE AS SHOWN
SHEET NO.



NOTE:

1. I-710 EXPANSION PROJECT (TO ADD DEDICATED TRUCK LANES) MAY HAVE IMPACT TO HST VERTICAL PROFILE AND VIADUCT COLUMN LOCATION THE IMPACT WILL BE ADDRESSED IN THE NEXT DESIGN PHASE.

2. FOR RIGHT-OF-WAY IMPACT SEE NOTE 1 ON DRAWING BJ0829

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H: 1"=100'

V: 1"=10'

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<div>STV Incorporated ENGINEERS/ARCHITECTS/PLANNERS/CONSTRUCTION MANAGERS 1055 WEST SEVENTH STREET, SUITE 3150 LOS ANGELES, CA 90017-2556</div>					<div>CALIFORNIA HIGH-SPEED RAIL AUTHORITY FLY CALIFORNIA Without ever leaving the ground.</div>					<div>CALIFORNIA HIGH-SPEED TRAIN PROJECT LOS ANGELES TO ANAHEIM CONSOLIDATED SHARED TRACK ALTERNATIVE 5% DESIGN PLAN AND PROFILE STA 302+50 TO STA 329+50</div>					<div>CONTRACT NO. HSR06-0005 DRAWING NO. TJ1512 SCALE AS SHOWN SHEET NO.</div>	
REV	DATE	BY	SUB	APP	DESCRIPTION	DESIGNED BY K. MCCULLOUGH	DRAWN BY K. MCCULLOUGH	CHECKED BY K.T. SU	IN CHARGE D. THOMSON	DATE 06-30-10						

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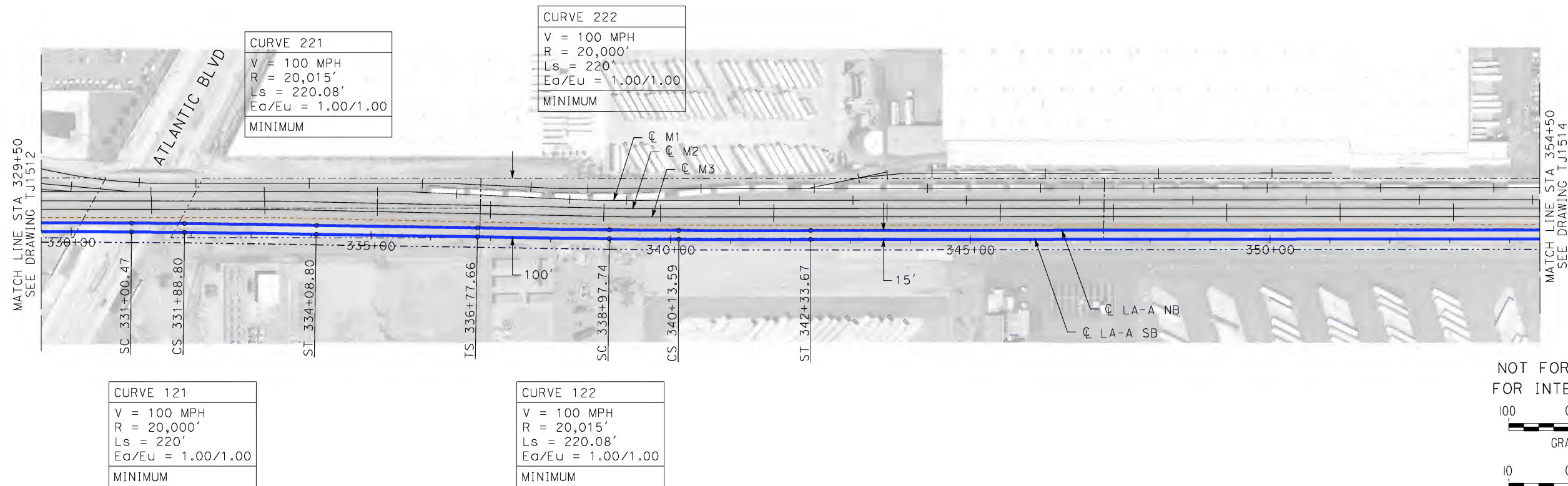
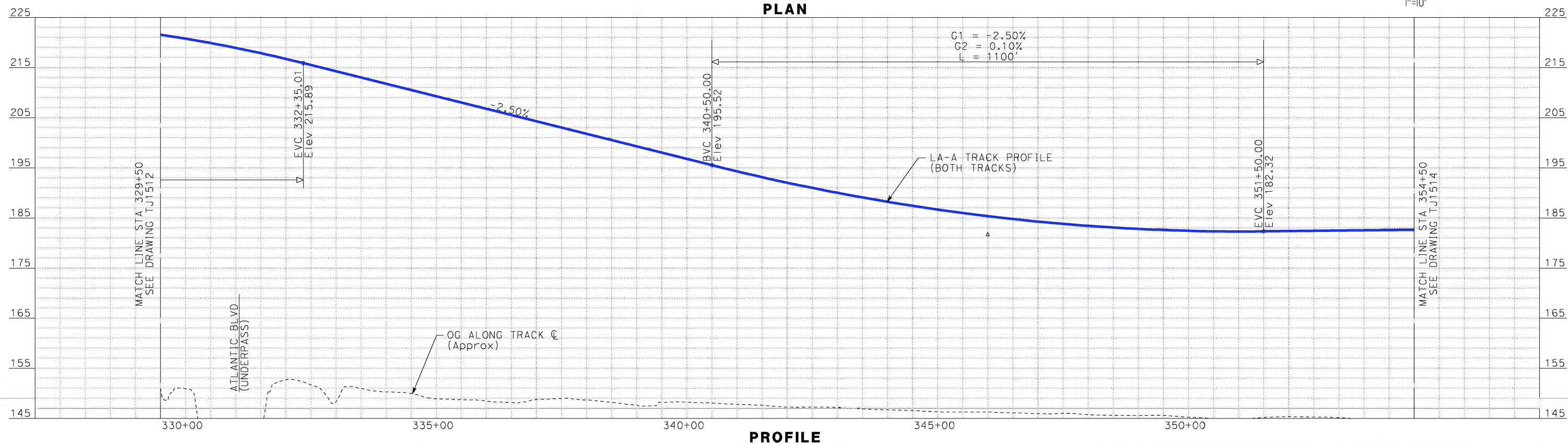
REV	DATE	BY	SUB	APP	DESCRIPTION

DESIGNED BY K. MCCULLOUGH
DRAWN BY K. MCCULLOUGH
CHECKED BY K.T. SU
IN CHARGE D. THOMSON
DATE 06-30-10



CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM
CONSOLIDATED SHARED TRACK ALTERNATIVE
5% DESIGN
PLAN AND PROFILE
STA 329+50 TO STA 354+50

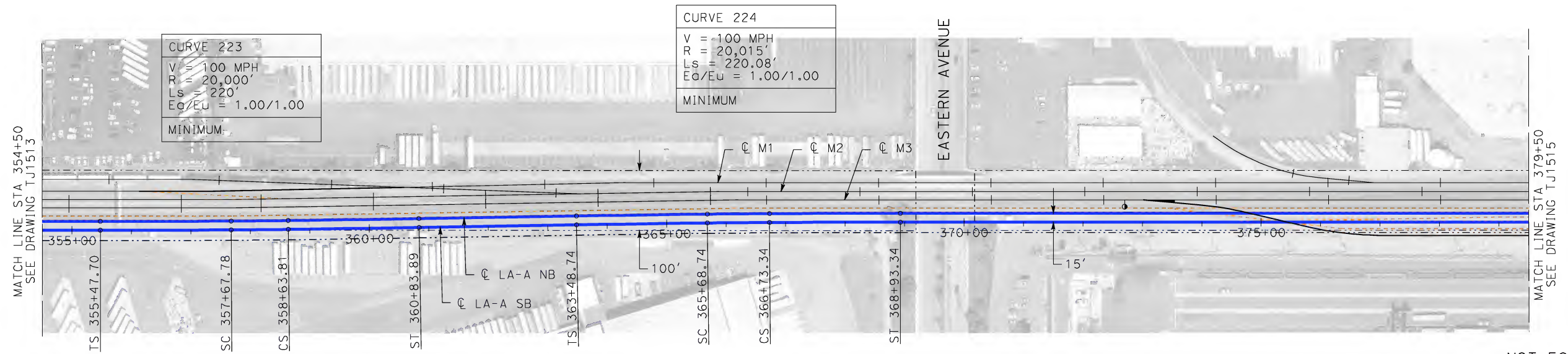
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DRAWING NO. TJ1513
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SHEET NO.



NOTE:
1. FOR RIGHT-OF-WAY
IMPACT SEE NOTE 1
ON DRAWING BJ0829

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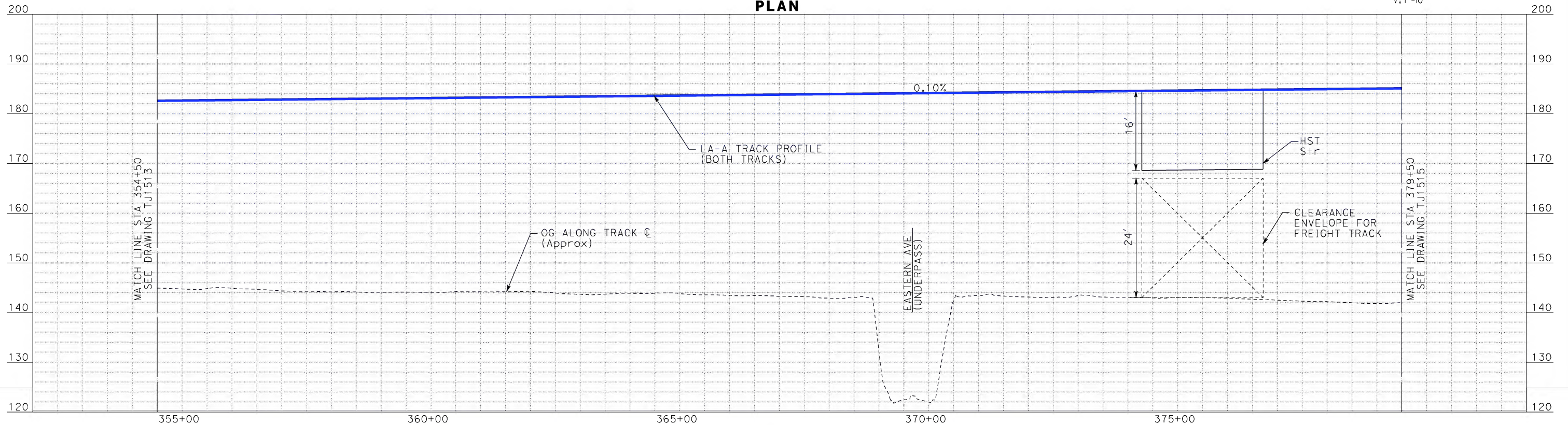
martinj



CURVE 123
V = 100 MPH
R = 20,015'
Ls = 220.08'
Ea/Eu = 1.00/1.00
MINIMUM

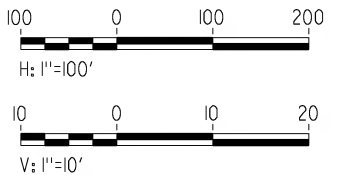
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V = 100 MPH
R = 20,000'
Ls = 220'
Ea/Eu = 1.00/1.00
MINIMUM

PLAN



PROFILE

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NOTE:

1. FOR RIGHT-OF-WAY
IMPACT SEE NOTE 1
ON DRAWING BJ0829

REV	DATE	BY	SUB	APP	DESCRIPTION

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IN CHARGE D. THOMSON
DATE 06-30-10



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ENGINEERS/ARCHITECTS/PLANNERS/CONSTRUCTION MANAGERS
1055 WEST SEVENTH STREET, SUITE 3150
LOS ANGELES, CA 90017-2556

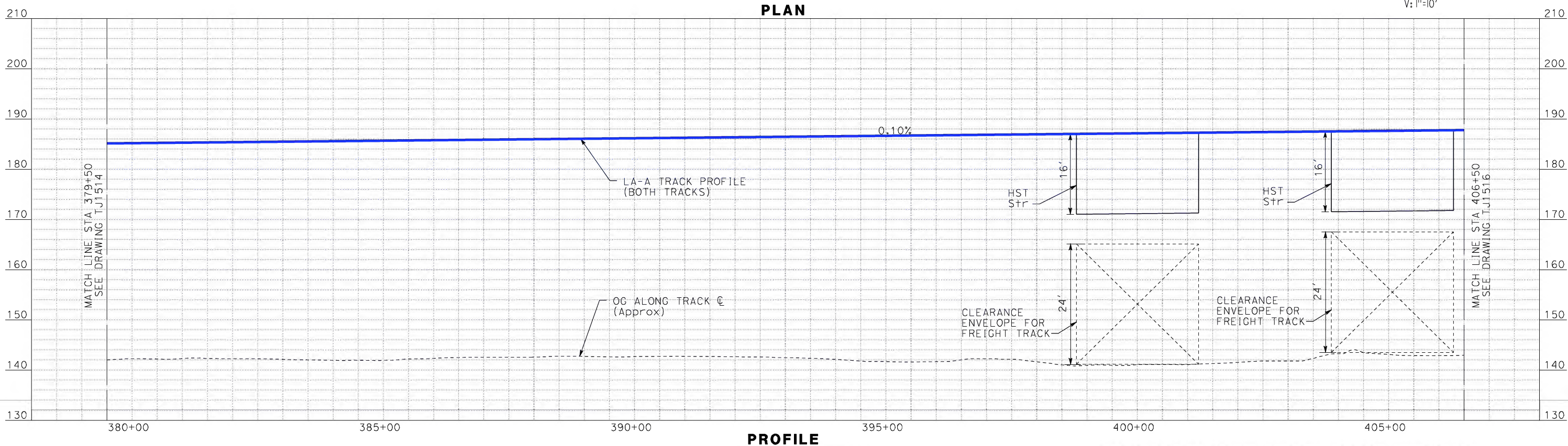
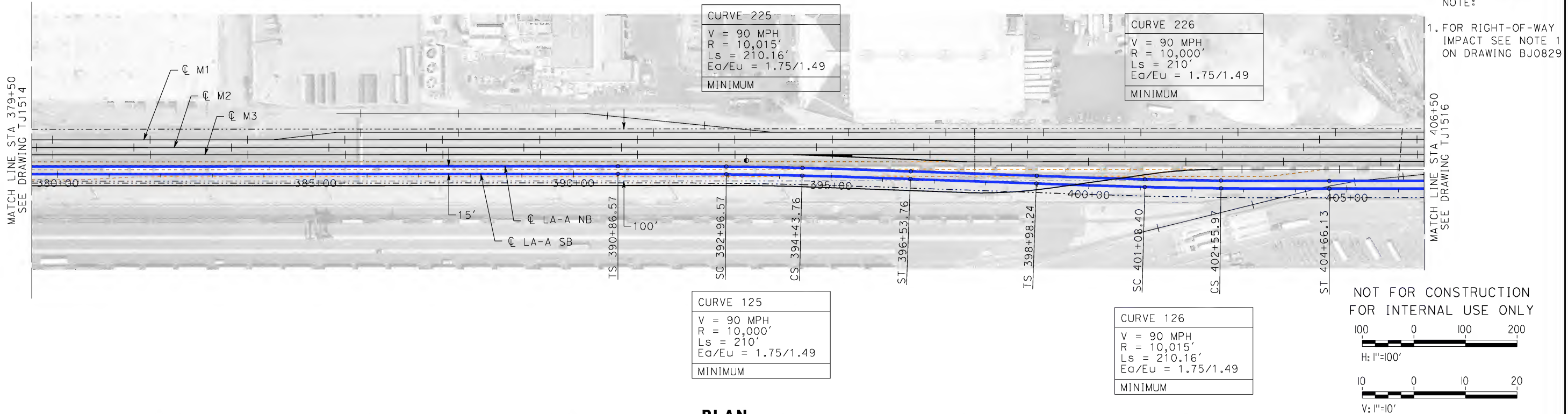


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LOS ANGELES TO ANAHEIM**
CONSOLIDATED SHARED TRACK ALTERNATIVE
5% DESIGN
PLAN AND PROFILE
STA 354+50 TO STA 379+50

CONTRACT NO. HSR06-0005
DRAWING NO. TJ1514
SCALE AS SHOWN
SHEET NO.

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martin



REV	DATE	BY	SUB	APP	DESCRIPTION

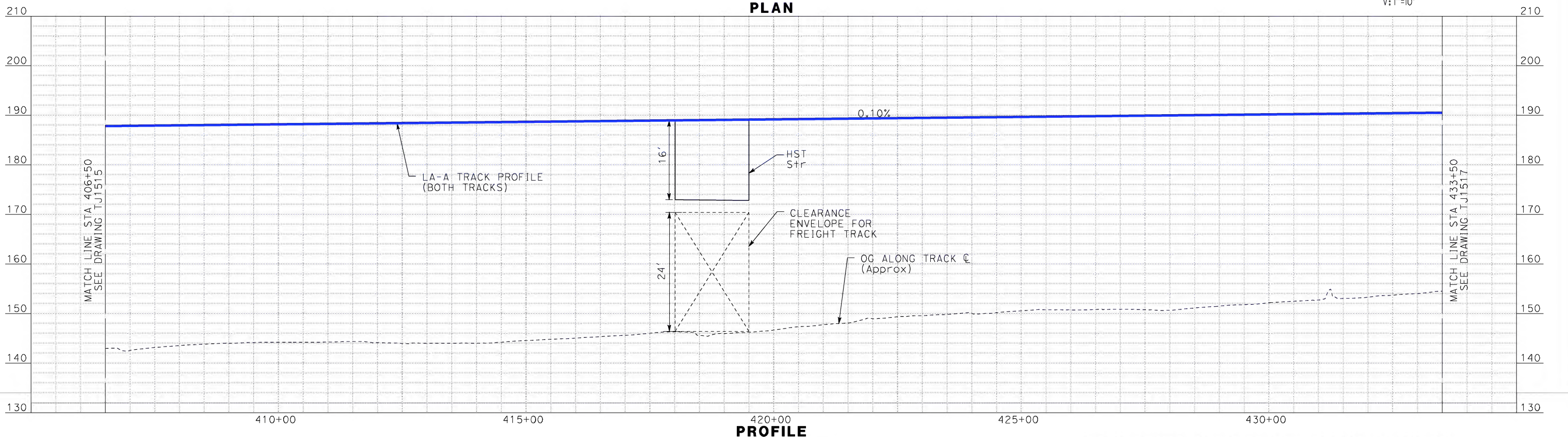
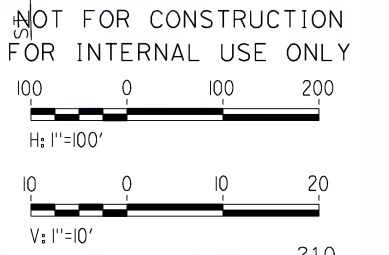
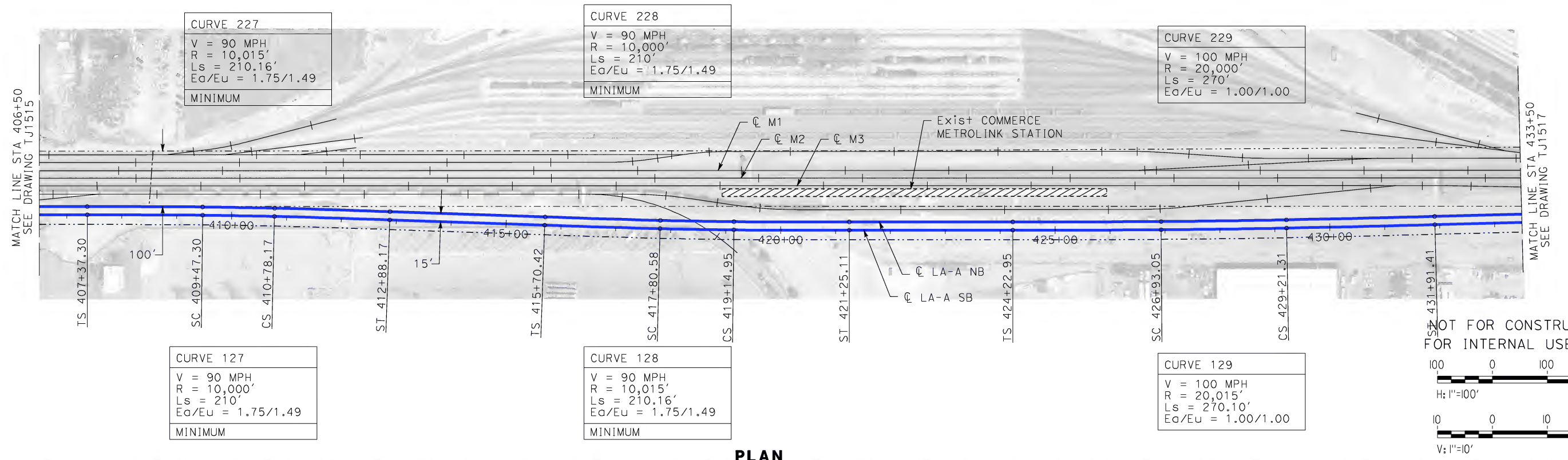
DESIGNED BY K. MCCULLOUGH
DRAWN BY K. MCCULLOUGH
CHECKED BY K.T. SU
IN CHARGE D. THOMSON
DATE 06-30-10



CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM
CONSOLIDATED SHARED TRACK ALTERNATIVE
5% DESIGN
PLAN AND PROFILE
STA 379+50 TO STA 406+50

CONTRACT NO. HSR06-0005
DRAWING NO. TJ1515
SCALE AS SHOWN
SHEET NO.

NOTE:
1. FOR RIGHT-OF-WAY
IMPACT SEE NOTE 1
ON DRAWING BJ0829

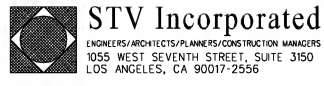


PROFILE

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REV	DATE	BY	SUB	APP	DESCRIPTION

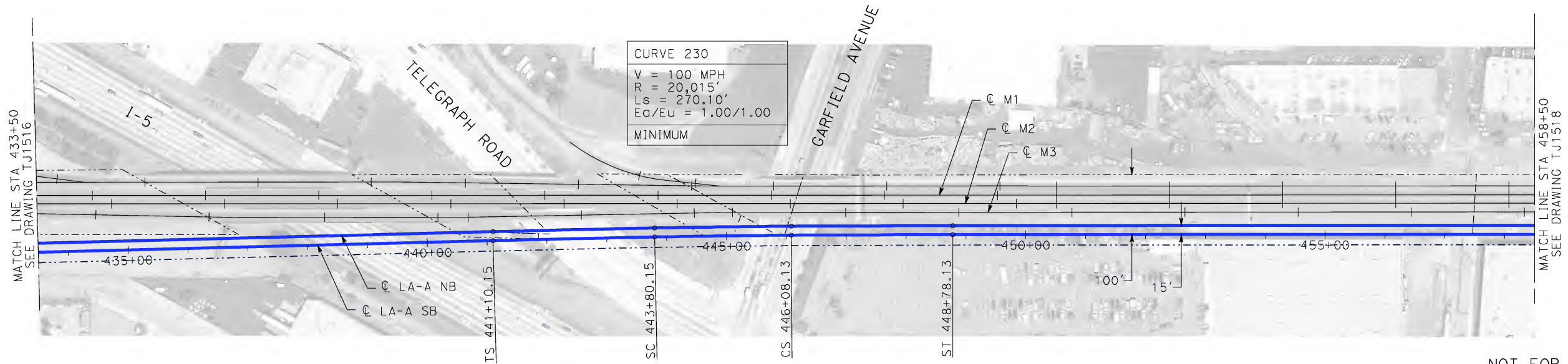
DESIGNED BY K. MCCULLOUGH
DRAWN BY K. MCCULLOUGH
CHECKED BY K.T. SU
IN CHARGE D. THOMSON
DATE 06-30-10



CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM
CONSOLIDATED SHARED TRACK ALTERNATIVE
5% DESIGN
PLAN AND PROFILE
STA 406+50 TO STA 433+50

CONTRACT NO. HSR06-0005
DRAWING NO. TJ1516
SCALE AS SHOWN
SHEET NO.

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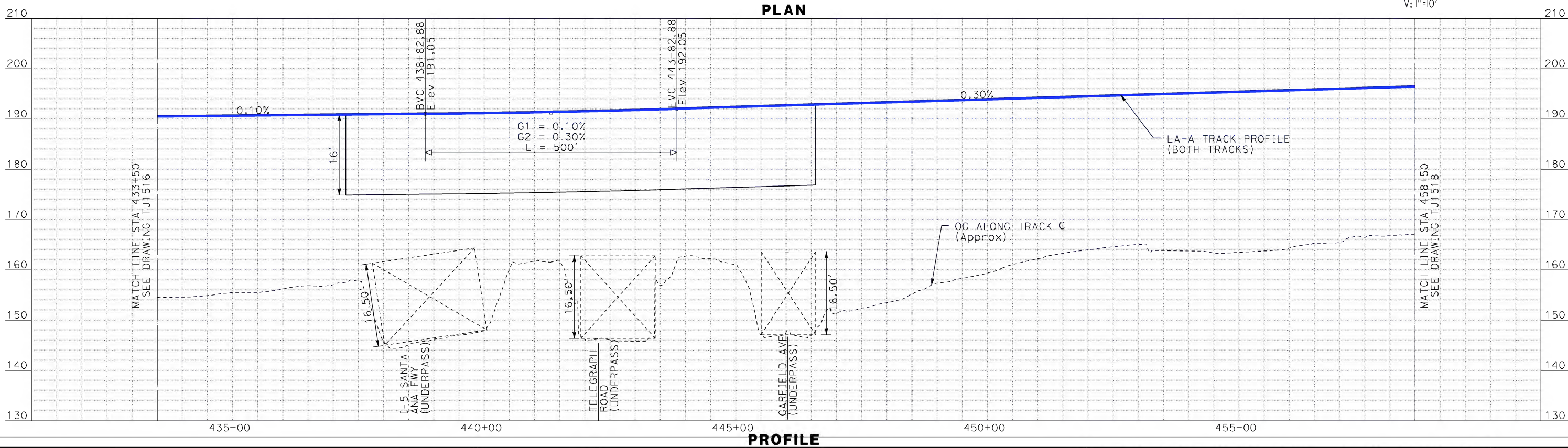


NOTE:
1. FOR RIGHT-OF-WAY
IMPACT SEE NOTE 1
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100 0 100 200
H: 1"=100'

10 0 10 20
V: 1"=10'



REV	DATE	BY	SUB	APP	DESCRIPTION

DESIGNED BY
K. MCCULLOUGH

DRAWN BY
K. MCCULLOUGH

CHECKED BY
K.T. SU

IN CHARGE
D. THOMSON

DATE
06-30-10



CALIFORNIA HIGH-SPEED RAIL AUTHORITY

FLY CALIFORNIA

Without ever leaving the ground.

CALIFORNIA HIGH-SPEED TRAIN PROJECT

LOS ANGELES TO ANAHEIM

CONSOLIDATED SHARED TRACK ALTERNATIVE

5% DESIGN

PLAN AND PROFILE

STA 433+50 TO STA 458+50

CONTRACT NO.
HSR06-0005

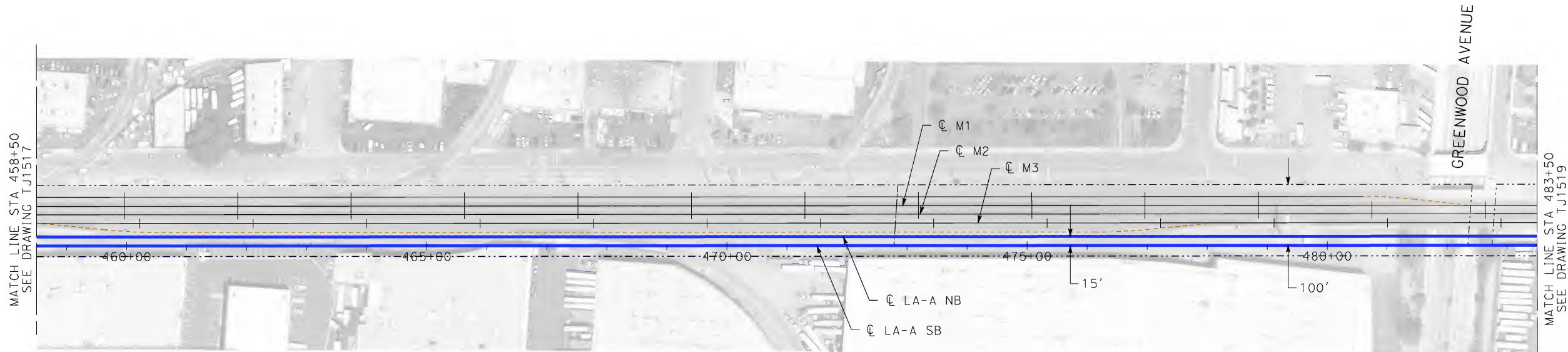
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TJ1517

SCALE
AS SHOWN

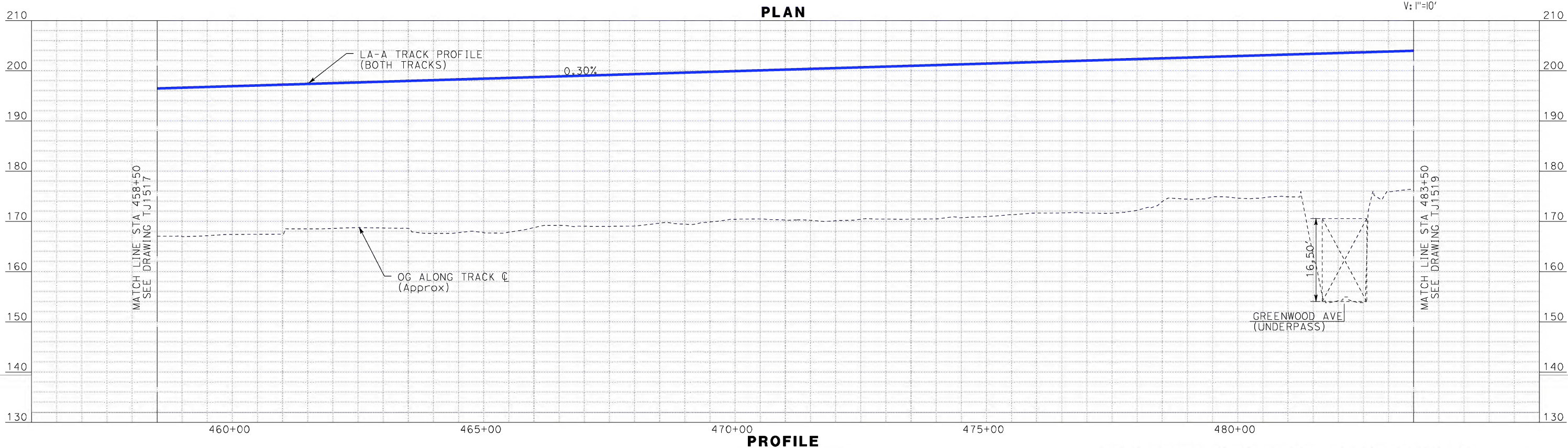
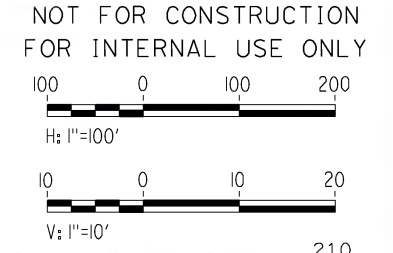
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martinj



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IN CHARGE D. THOMSON
DATE 06-30-10

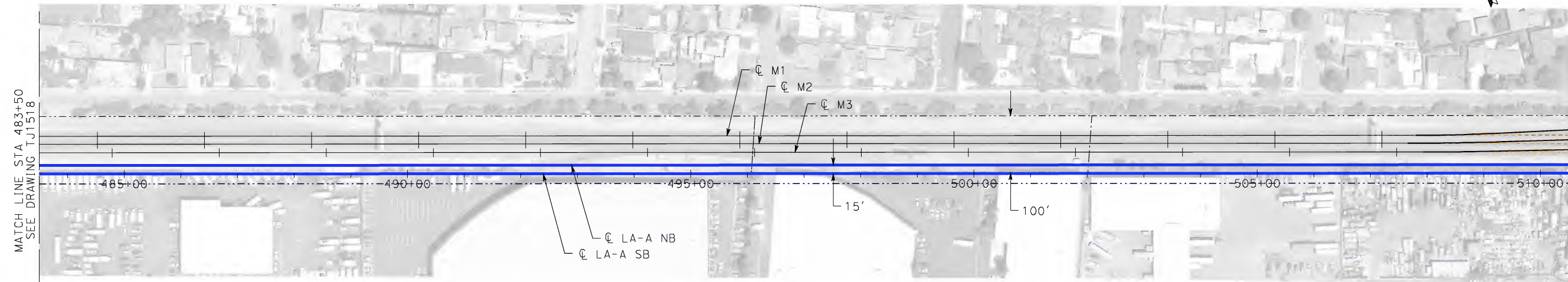


CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM
CONSOLIDATED SHARED TRACK ALTERNATIVE
5% DESIGN
PLAN AND PROFILE
STA 458+50 TO STA 483+50

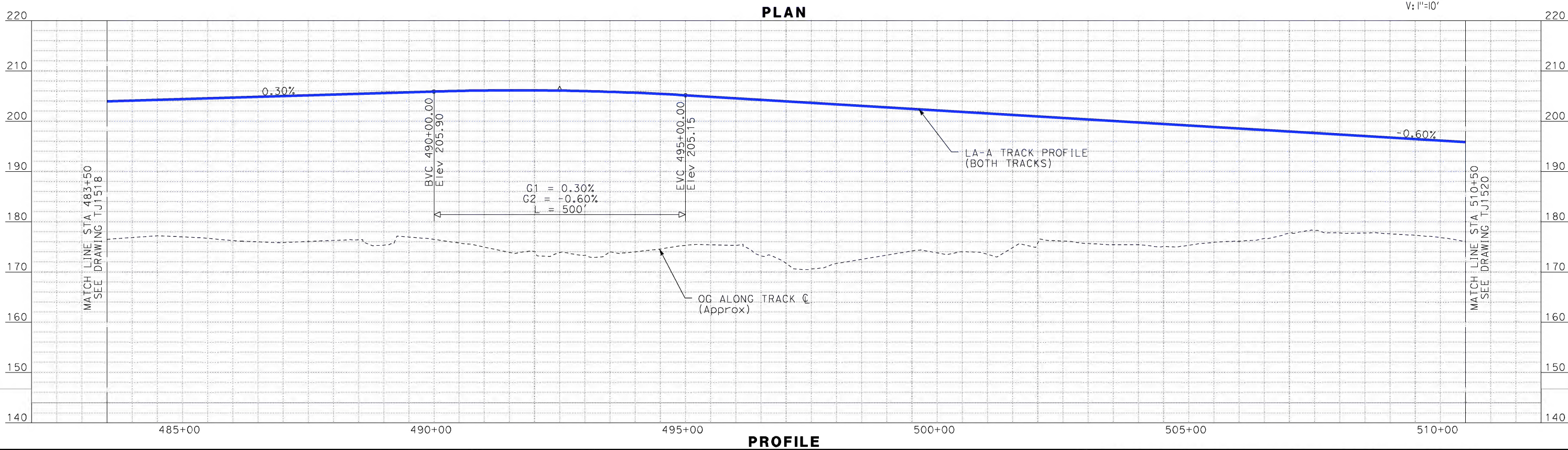
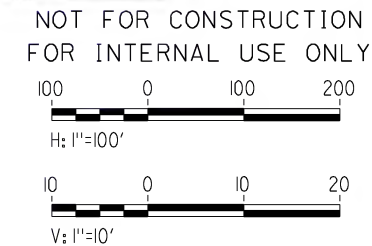
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DRAWING NO. TJ1518
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NOTE:
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ON DRAWING BJ0829



REV	DATE	BY	SUB	APP	DESCRIPTION

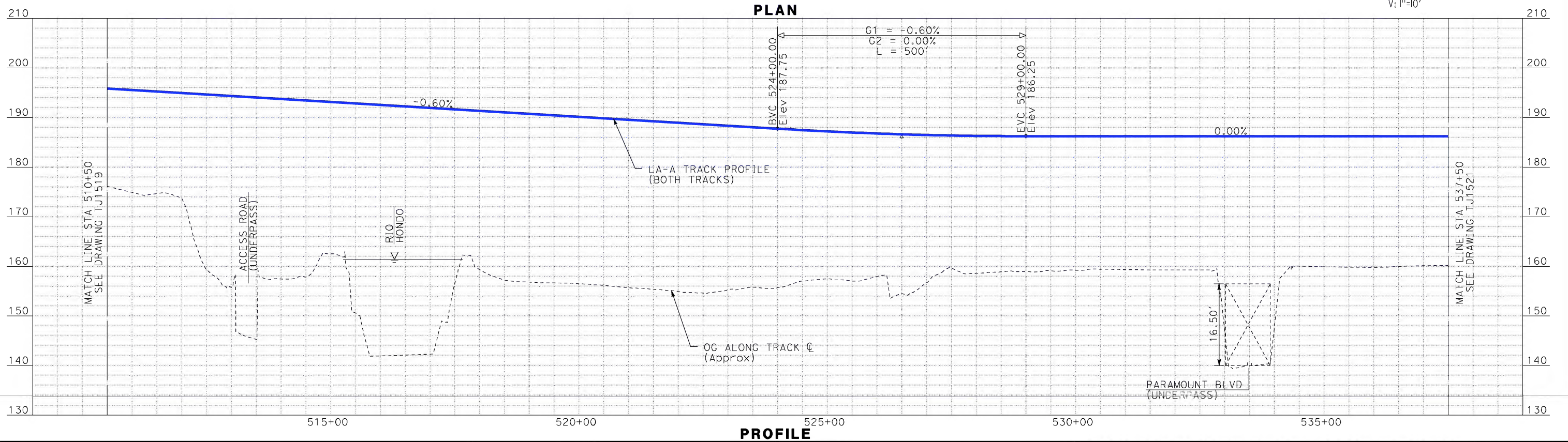
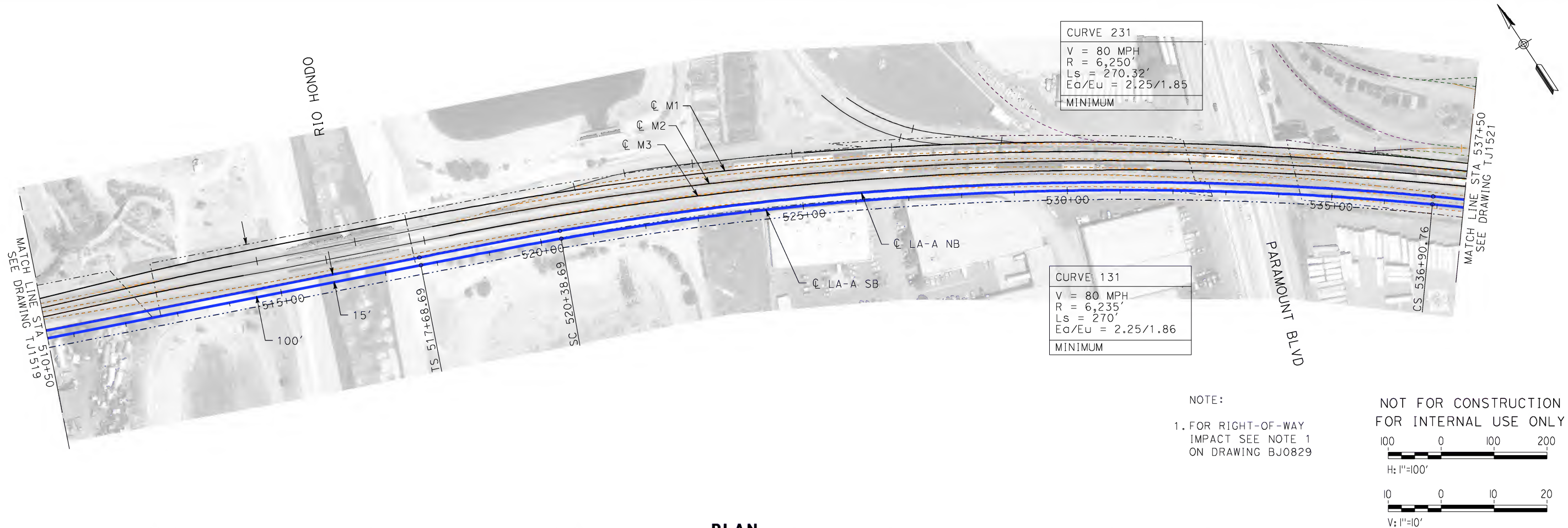
DESIGNED BY K. MCCULLOUGH
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DATE 06-30-10



CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM
CONSOLIDATED SHARED TRACK ALTERNATIVE
5% DESIGN
PLAN AND PROFILE
STA 483+50 TO STA 510+50

CONTRACT NO. HSR06-0005
DRAWING NO. TJ1519
SCALE AS SHOWN
SHEET NO.

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DATE 06-30-10

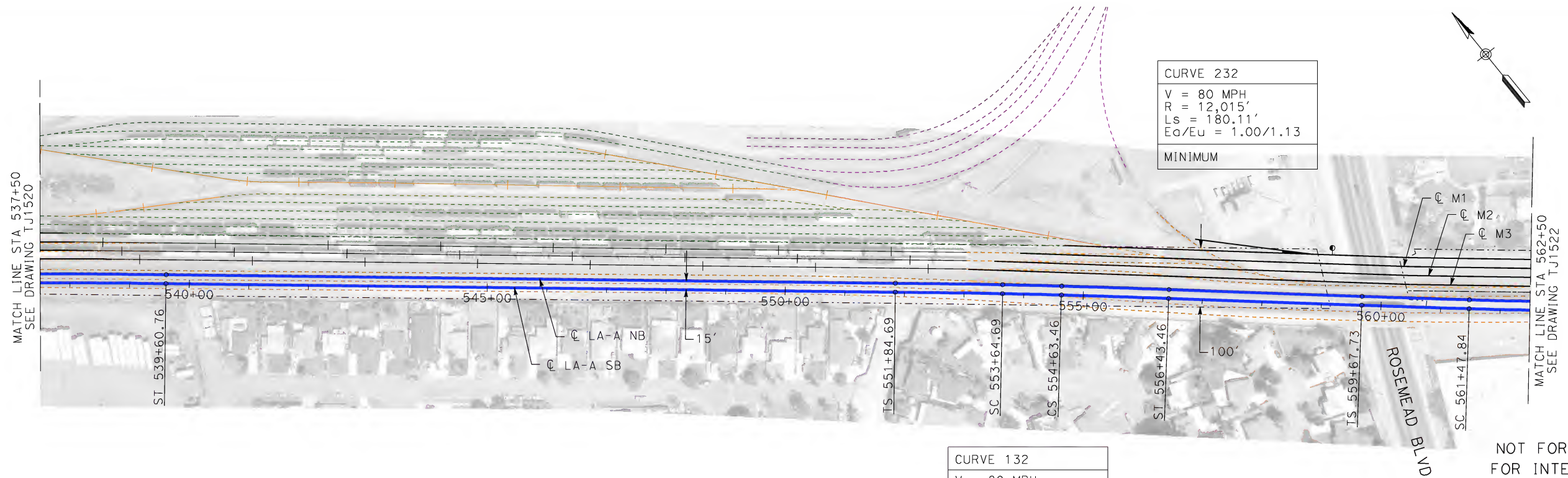


**CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM**
CONSOLIDATED SHARED TRACK ALTERNATIVE
5% DESIGN
PLAN AND PROFILE
STA 510+50 TO STA 537+50

CONTRACT NO. HSR06-0005
DRAWING NO. TJ1520
SCALE AS SHOWN
SHEET NO.

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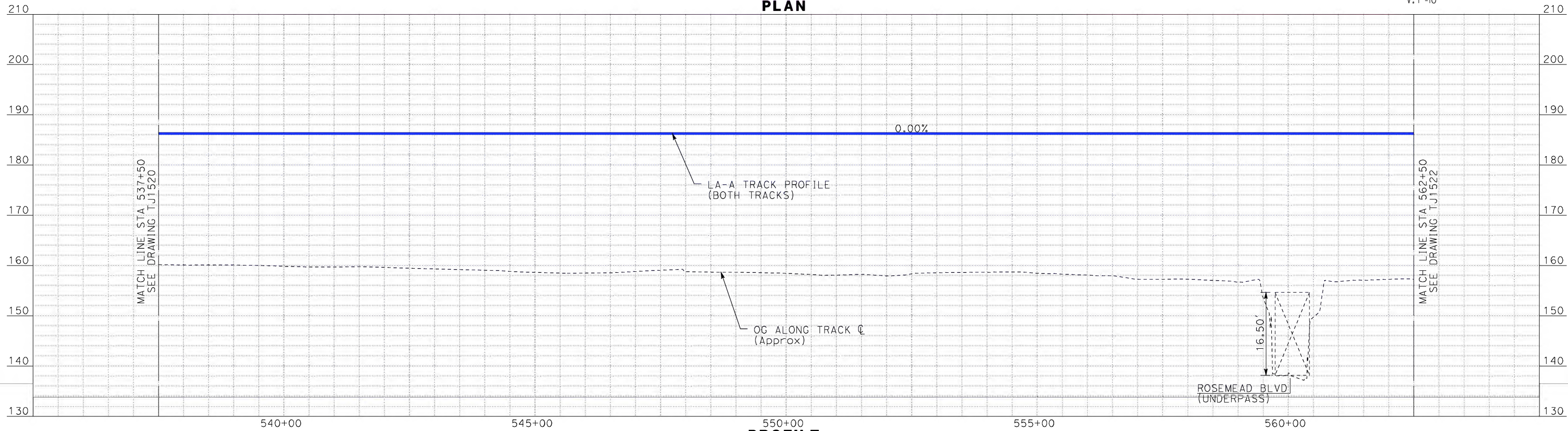
martinj



CURVE 132
V = 80 MPH
R = 12,000'
LS = 180'
Ea/Eu = 1.00/1.13
MINIMUM

CURVE 232
V = 80 MPH
R = 12,015'
LS = 180.11'
Ea/Eu = 1.00/1.13
MINIMUM

PLAN



PROFILE

REV	DATE	BY	SUB	APP	DESCRIPTION

DESIGNED BY K. MCCULLOUGH
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DATE 06-30-10



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1055 WEST SEVENTH STREET, SUITE 3150
LOS ANGELES, CA 90017-2556

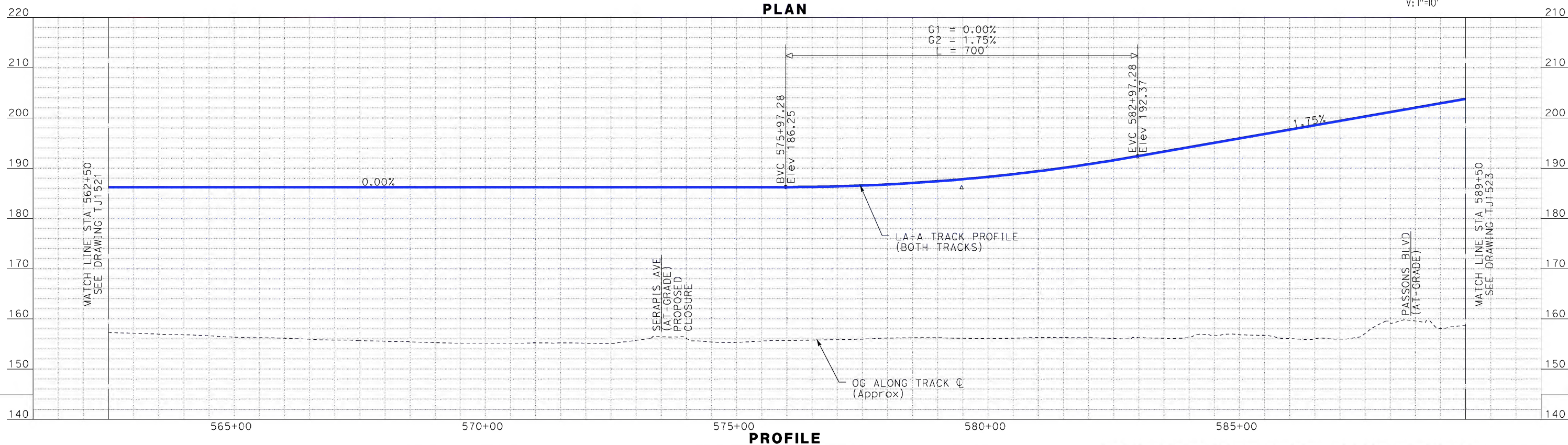
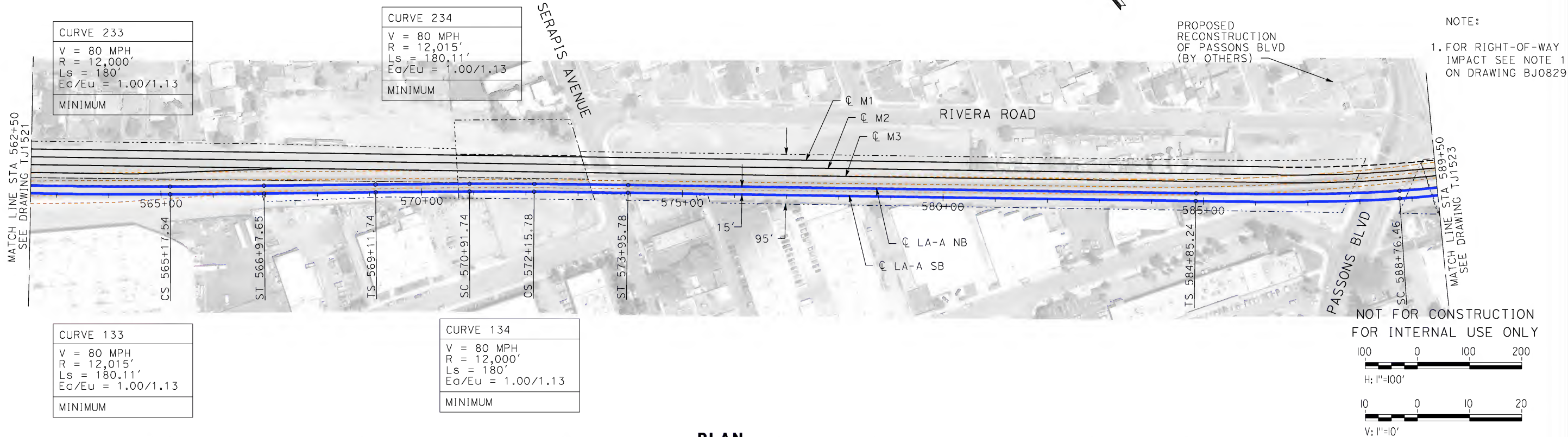


CALIFORNIA HIGH-SPEED RAIL AUTHORITY
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Without ever leaving the ground.

CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM
CONSOLIDATED SHARED TRACK ALTERNATIVE
5% DESIGN
PLAN AND PROFILE
STA 537+50 TO STA 562+50

CONTRACT NO. HSR06-0005
DRAWING NO. TJ1521
SCALE AS SHOWN
SHEET NO.

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martinj



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DESIGNED BY K. MCCULLOUGH
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DATE 06-30-10



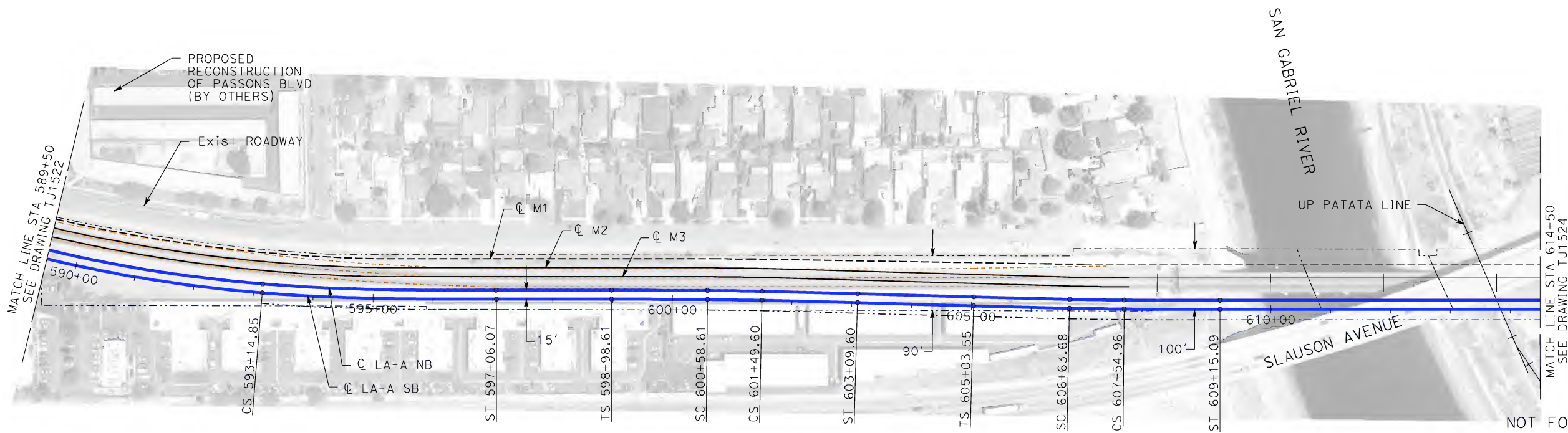
STV Incorporated
ENGINEERS/ARCHITECTS/PLANNERS/CONSTRUCTION MANAGERS
1055 WEST SEVENTH STREET, SUITE 3150
LOS ANGELES, CA 90017-2556



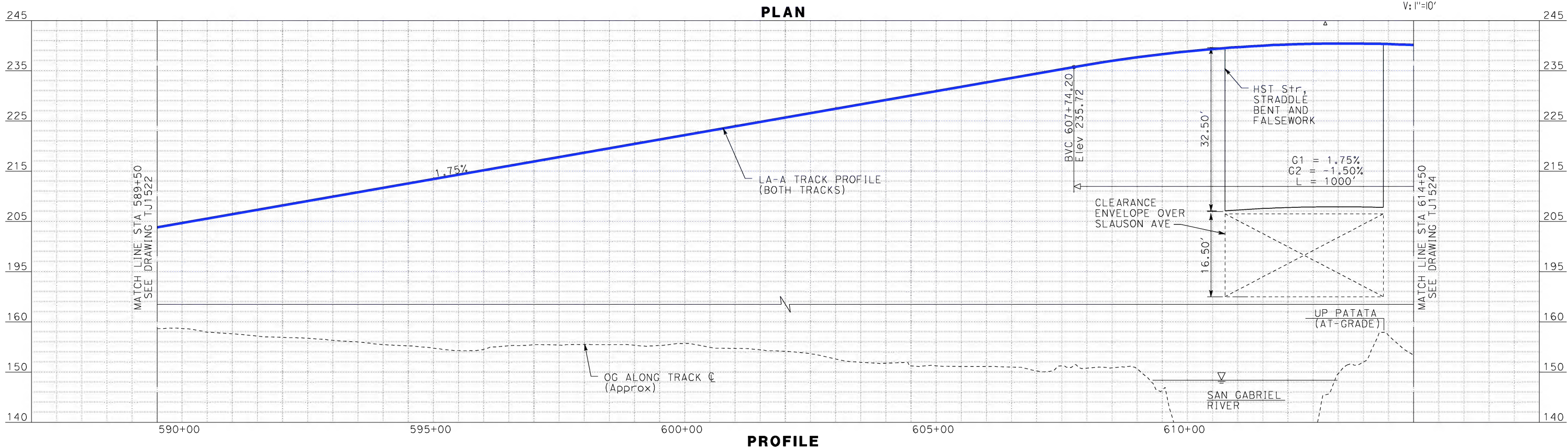
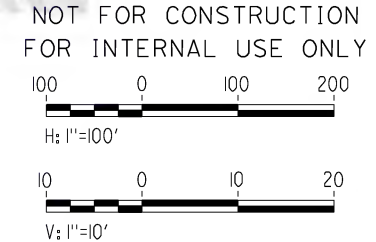
CALIFORNIA HIGH-SPEED RAIL AUTHORITY
FLY CALIFORNIA
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**CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM**
CONSOLIDATED SHARED TRACK ALTERNATIVE
5% DESIGN
PLAN AND PROFILE
STA 562+50 TO STA 589+50

CONTRACT NO. HSR06-0005
DRAWING NO. TJ1522
SCALE AS SHOWN
SHEET NO.



NOTE:
1. FOR RIGHT-OF-WAY
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DESIGNED BY K. MCCULLOUGH
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DATE 06-30-10



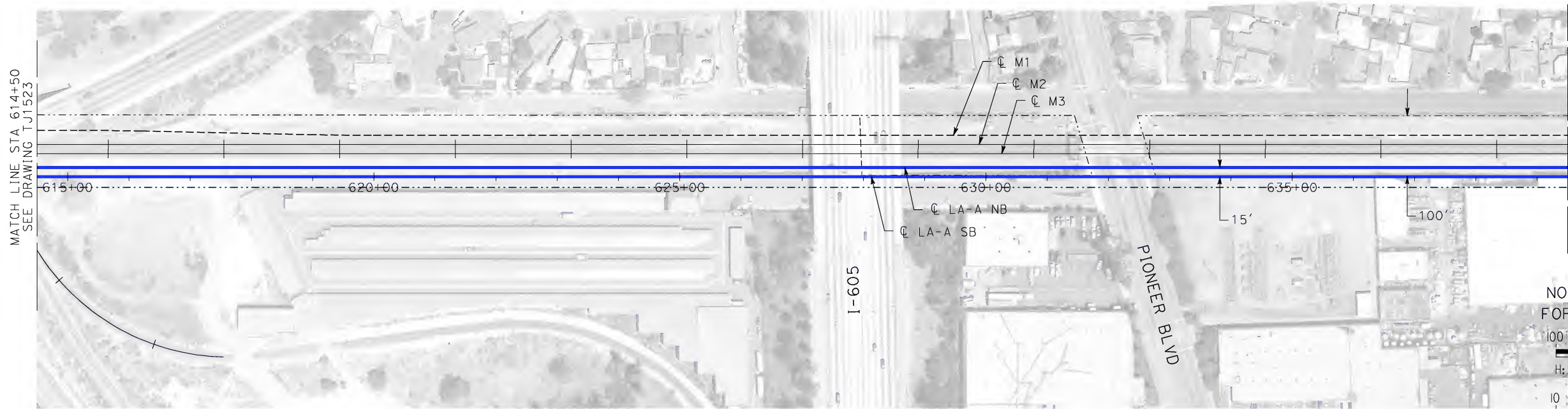
CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM
CONSOLIDATED SHARED TRACK ALTERNATIVE
5% DESIGN
PLAN AND PROFILE
STA 589+50 TO STA 614+50

CONTRACT NO. HSR06-0005
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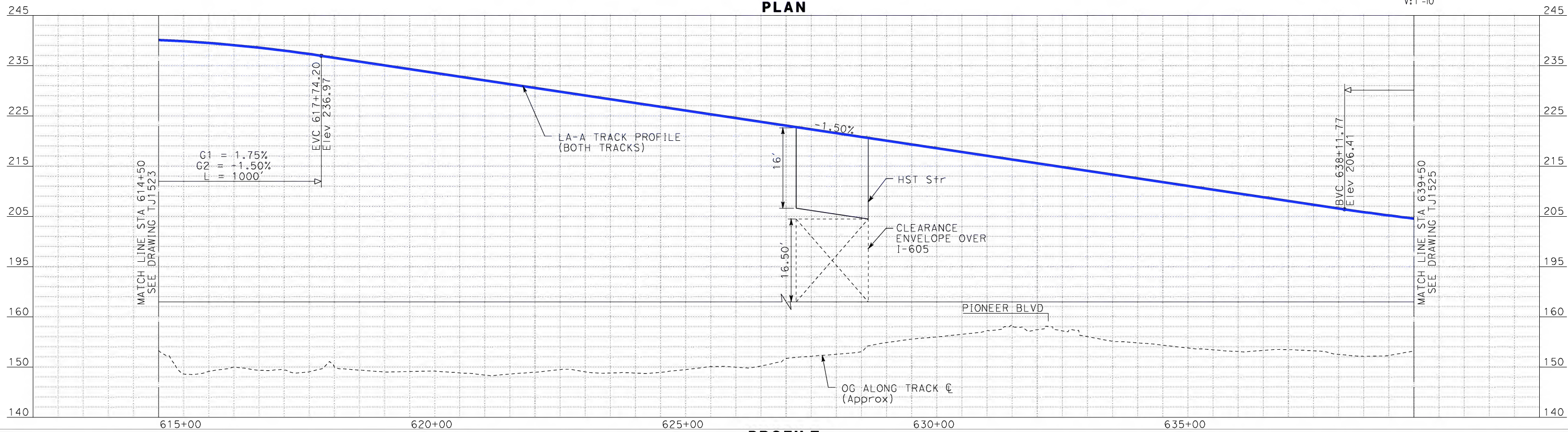
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NOTE:
1. FOR RIGHT-OF-WAY
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PLAN



PROFILE

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DATE 06-30-10



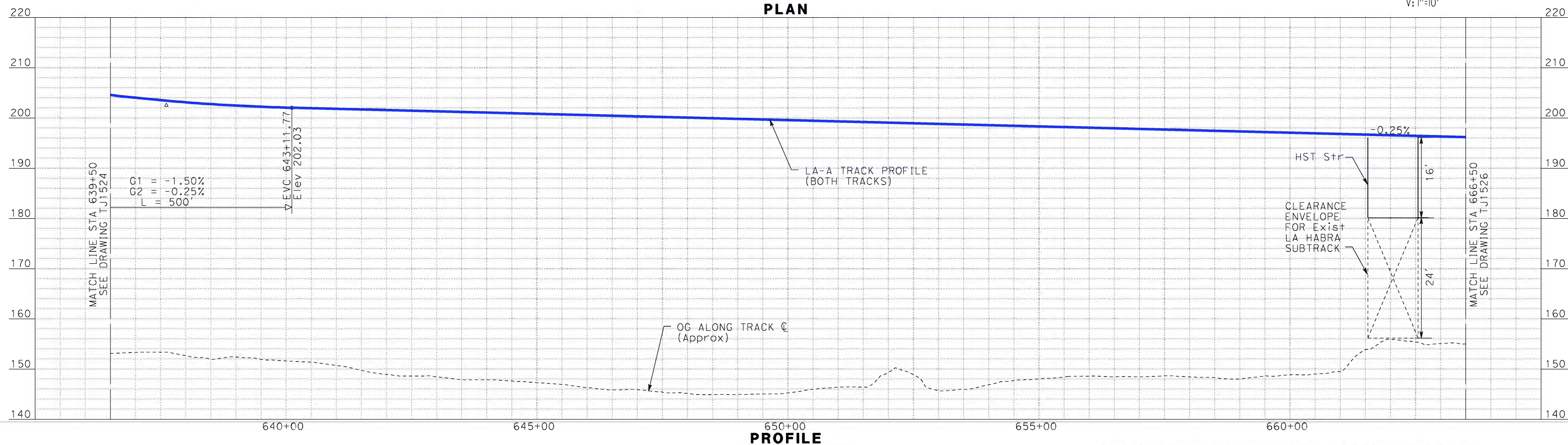
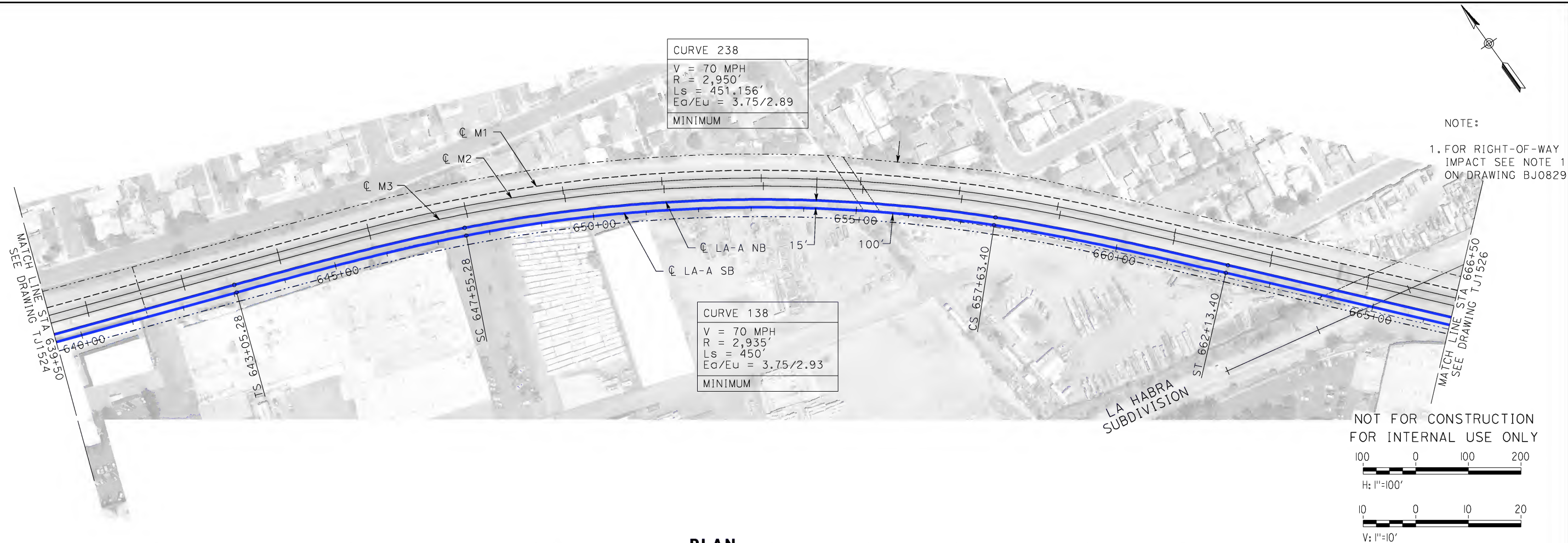
STV Incorporated
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1055 WEST SEVENTH STREET, SUITE 3150
LOS ANGELES, CA 90017-2556



CALIFORNIA HIGH-SPEED RAIL AUTHORITY
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**CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM**
CONSOLIDATED SHARED TRACK ALTERNATIVE
5% DESIGN
PLAN AND PROFILE
STA 614+50 TO STA 639+50

CONTRACT NO. HSR06-0005
DRAWING NO. TJ1524
SCALE AS SHOWN
SHEET NO.



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martinj

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DESIGNED BY K. MCCULLOUGH
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DATE 06-30-10



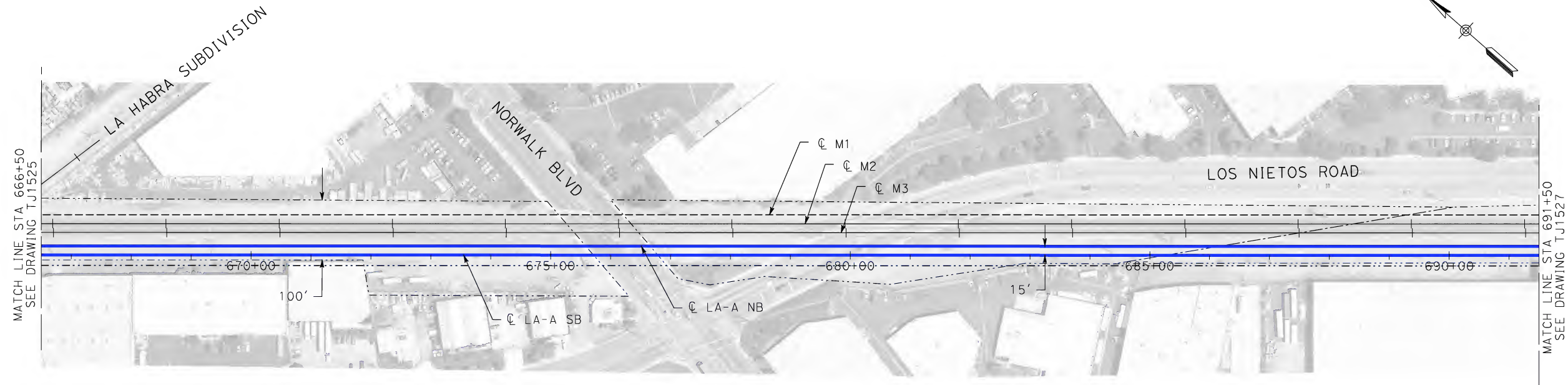
STV Incorporated
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1055 WEST SEVENTH STREET, SUITE 3150
LOS ANGELES, CA 90017-2556



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**CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM**
CONSOLIDATED SHARED TRACK ALTERNATIVE
5% DESIGN
PLAN AND PROFILE
STA 639+50 TO STA 666+50

CONTRACT NO. HSR06-0005
DRAWING NO. TJ1525
SCALE AS SHOWN
SHEET NO.



NOTE:
1. FOR RIGHT-OF-WAY
IMPACT SEE NOTE 1
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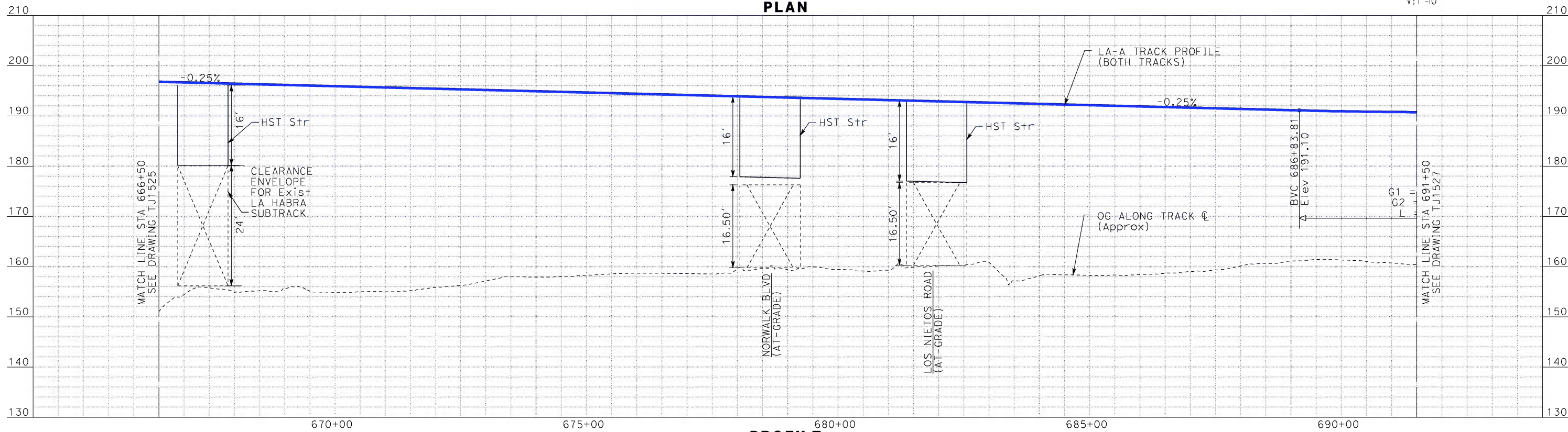
100 0 100 200

H: 1"=100'

10 0 10 20

V: 1"=10'

PLAN



PROFILE

DESIGNED BY
K. MCCULLOUGH

DRAWN BY
K. MCCULLOUGH

CHECKED BY
K.T. SU

IN CHARGE
D. THOMSON

DATE
06-30-10



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CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM
CONSOLIDATED SHARED TRACK ALTERNATIVE
5% DESIGN
PLAN AND PROFILE
STA 666+50 TO STA 691+50

CONTRACT NO.
HSR06-0005

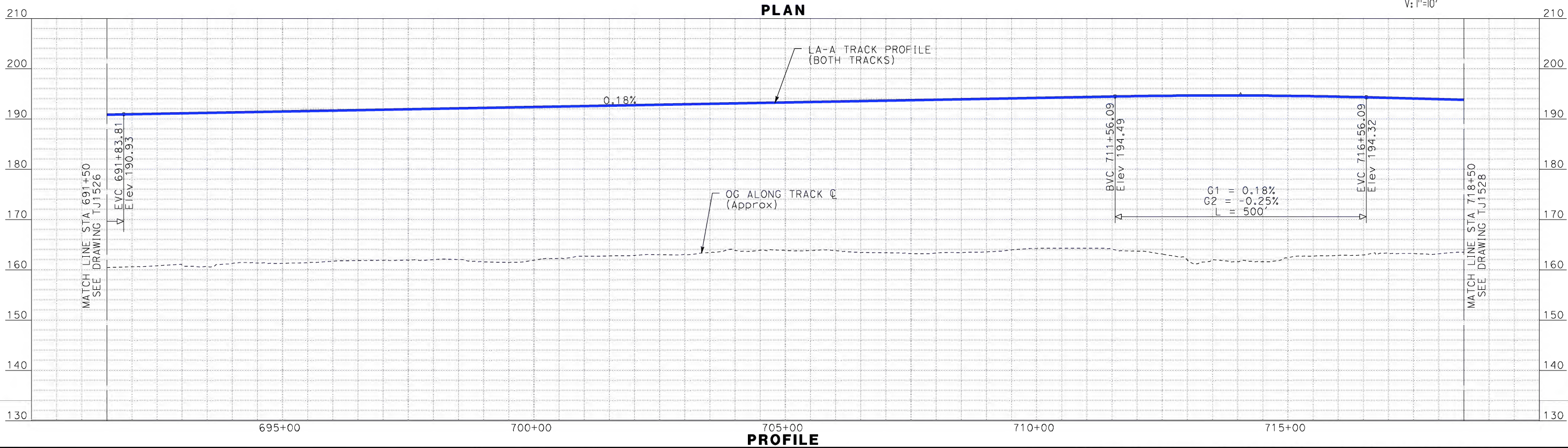
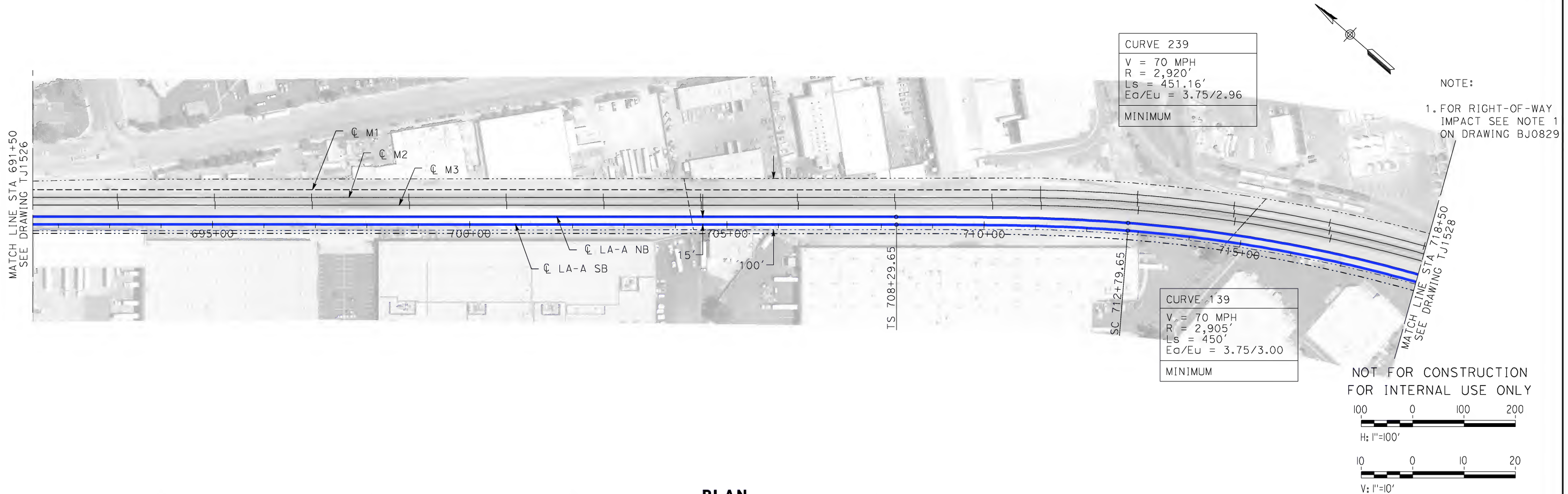
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SCALE
AS SHOWN

SHEET NO.

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mart.tj



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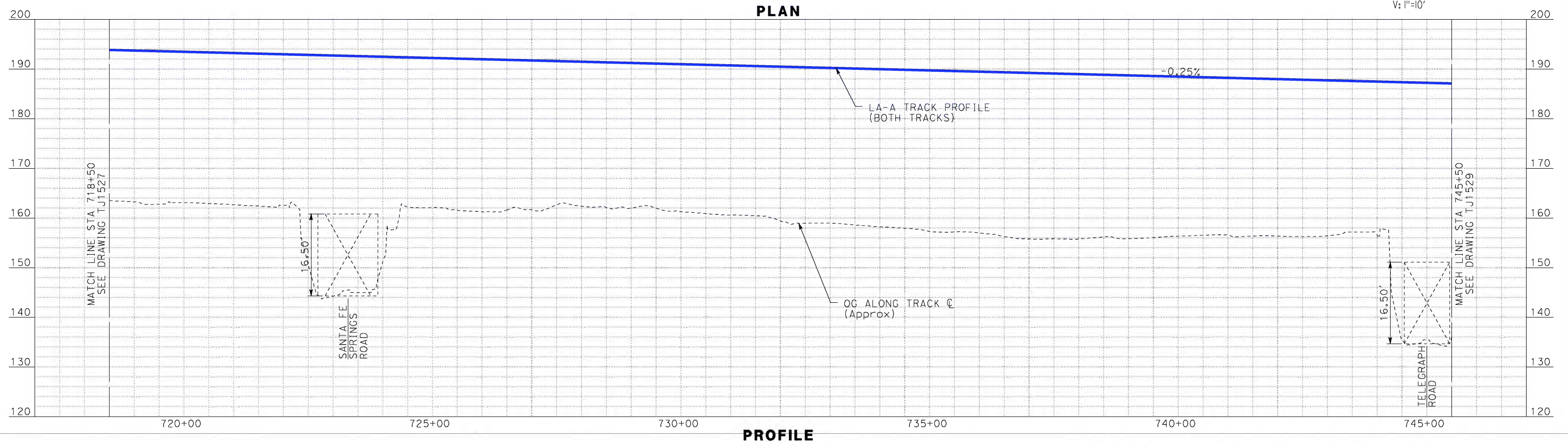
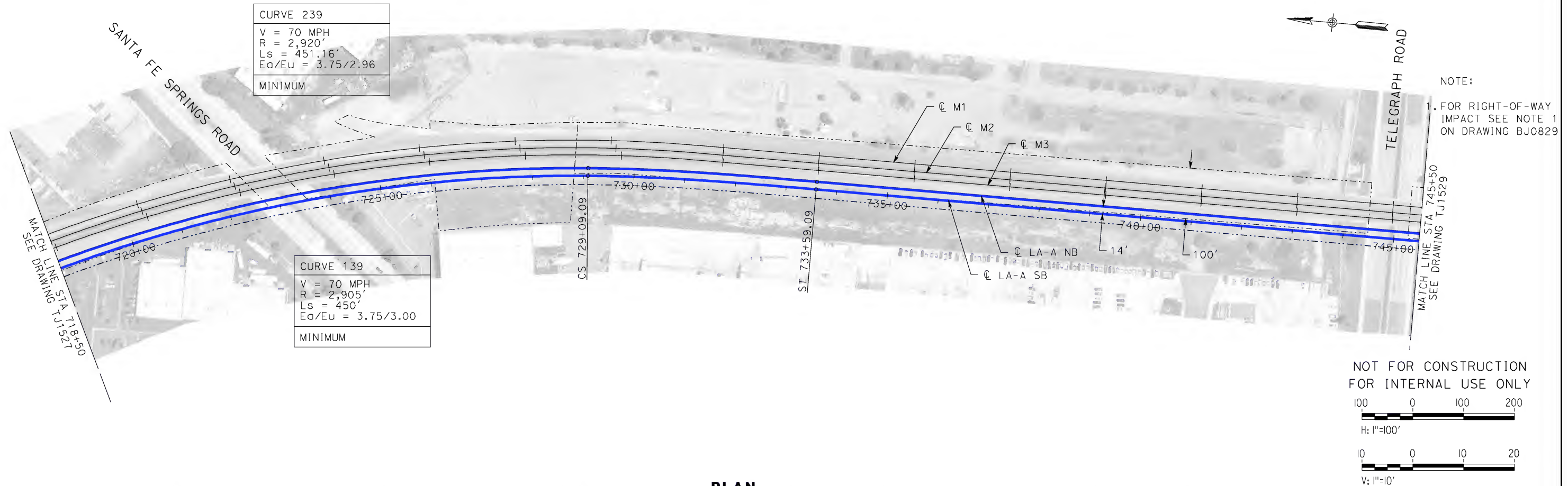


CALIFORNIA HIGH-SPEED RAIL AUTHORITY
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**CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM**
CONSOLIDATED SHARED TRACK ALTERNATIVE
5% DESIGN
PLAN AND PROFILE
STA 691+50 TO STA 718+50

CONTRACT NO. HSR06-0005
DRAWING NO. TJ1527
SCALE AS SHOWN
SHEET NO.

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martinj



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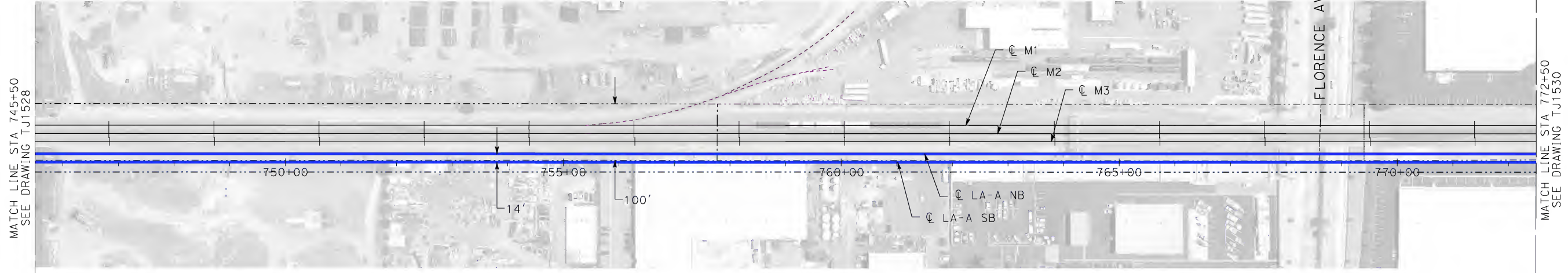
CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM
CONSOLIDATED SHARED TRACK ALTERNATIVE
5% DESIGN
PLAN AND PROFILE
STA 718+50 TO STA 745+50

CONTRACT NO. HSR06-0005
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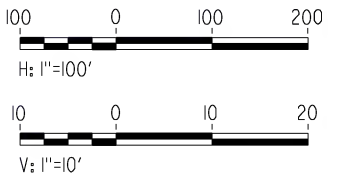
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mart+inj

NOTE:

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LOS ANGELES, CA 90017-2556



CALIFORNIA HIGH-SPEED RAIL AUTHORITY

**CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM**
CONSOLIDATED SHARED TRACK ALTERNATIVE
5% DESIGN
PLAN AND PROFILE
STA 745+50 TO STA 772+50

CONTRACT NO. HSR06-0005
DRAWING NO. TJ1529
SCALE AS SHOWN
SHEET NO.

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martinj

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DATE 06-30-10



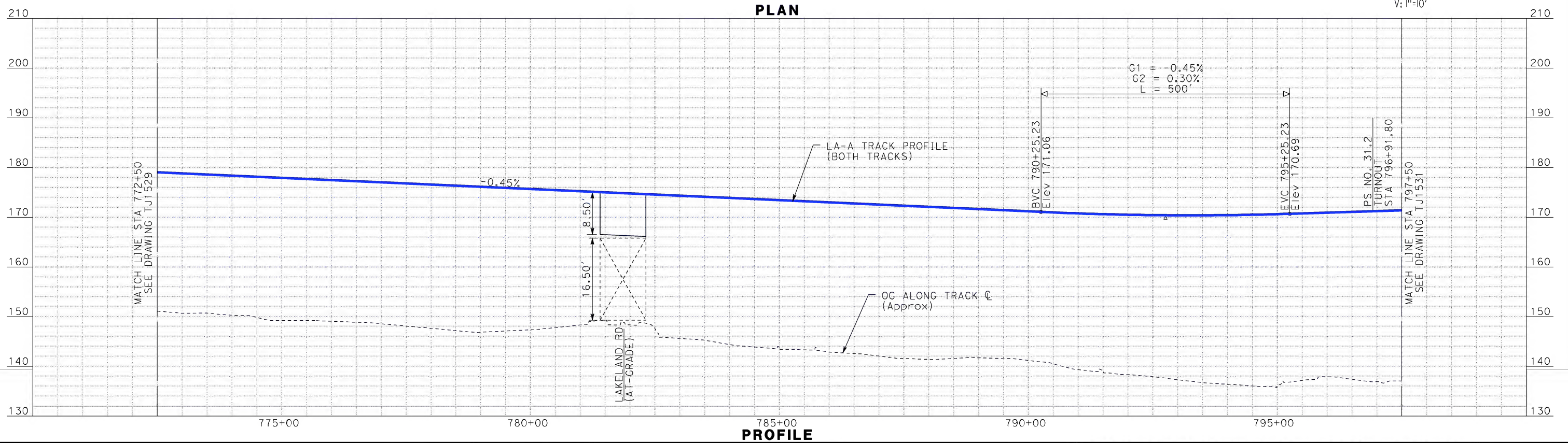
STV Incorporated
ENGINEERS/ARCHITECTS/PLANNERS/CONSTRUCTION MANAGERS
1055 WEST SEVENTH STREET, SUITE 3150
LOS ANGELES, CA 90017-2556



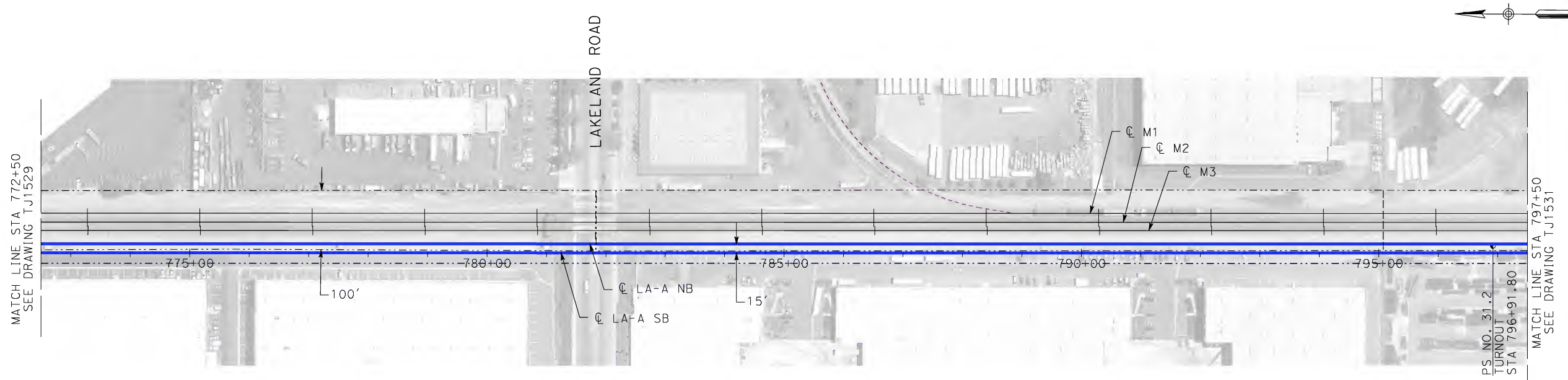
CALIFORNIA HIGH-SPEED RAIL AUTHORITY
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CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM
CONSOLIDATED SHARED TRACK ALTERNATIVE
5% DESIGN
PLAN AND PROFILE
STA 772+50 TO STA 797+50

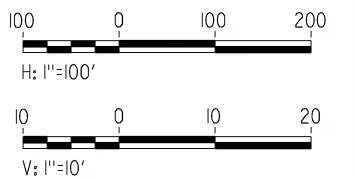
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PLAN

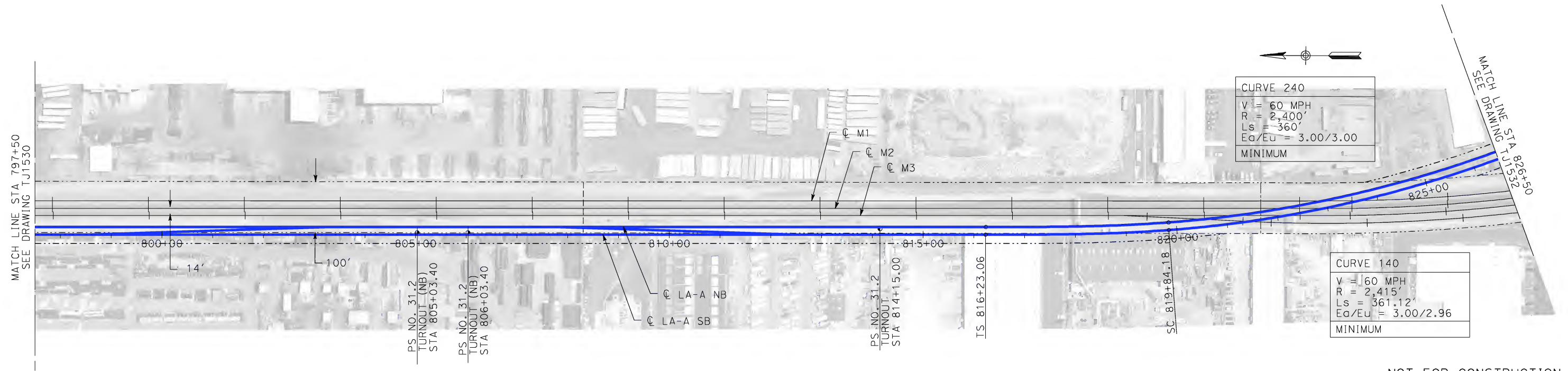


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1. FOR RIGHT-OF-WAY
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martinj



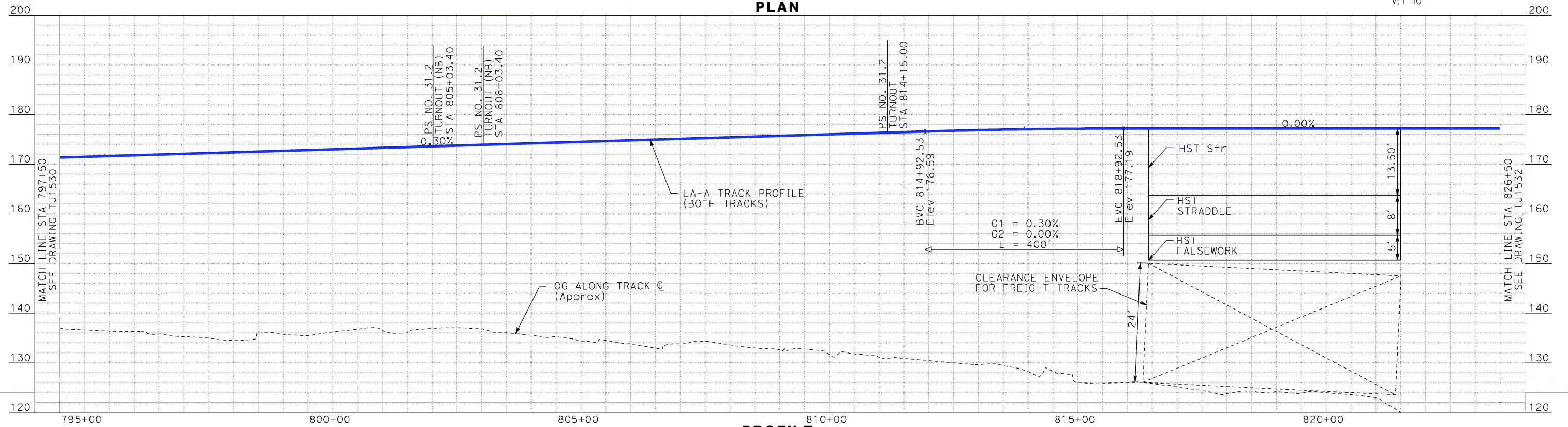
NOTE:
1. FOR RIGHT-OF-WAY
IMPACT SEE NOTE 1
ON DRAWING BJ0829

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100 0 100 200
H: 1"=100'

10 0 10 20
V: 1"=10'

PLAN



PROFILE

REV	DATE	BY	SUB	APP	DESCRIPTION

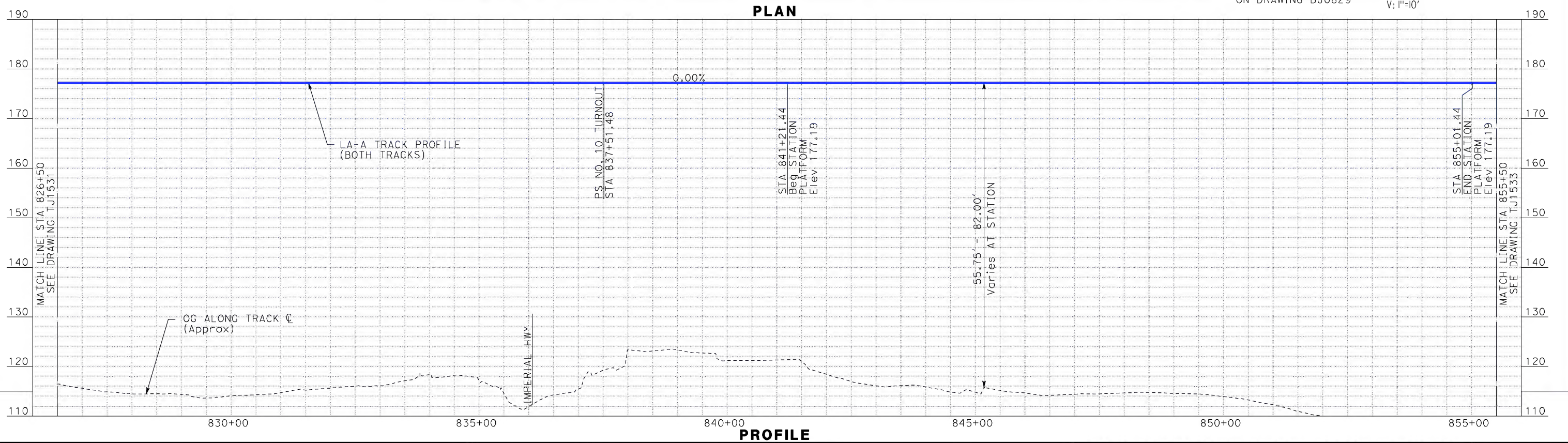
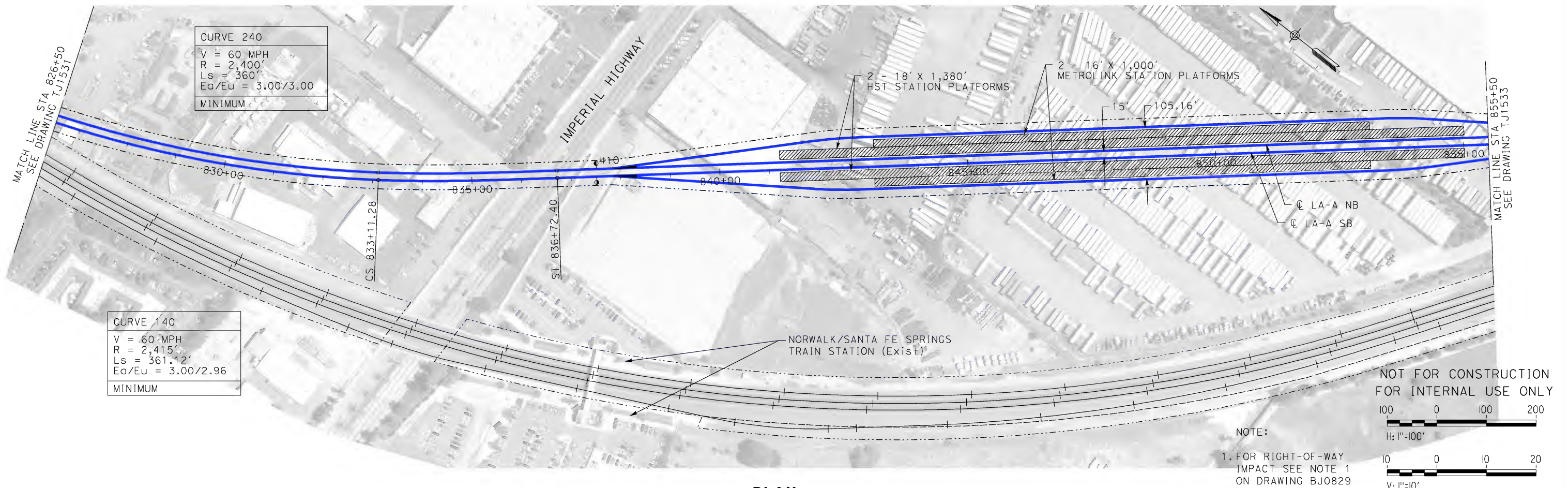
DESIGNED BY K. MCCULLOUGH
DRAWN BY K. MCCULLOUGH
CHECKED BY K.T. SU
IN CHARGE D. THOMSON
DATE 06-30-10



CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM
CONSOLIDATED SHARED TRACK ALTERNATIVE
5% DESIGN
PLAN AND PROFILE
STA 797+50 TO STA 826+50

CONTRACT NO. HSR06-0005
DRAWING NO. TJ1531
SCALE AS SHOWN
SHEET NO.

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martinj



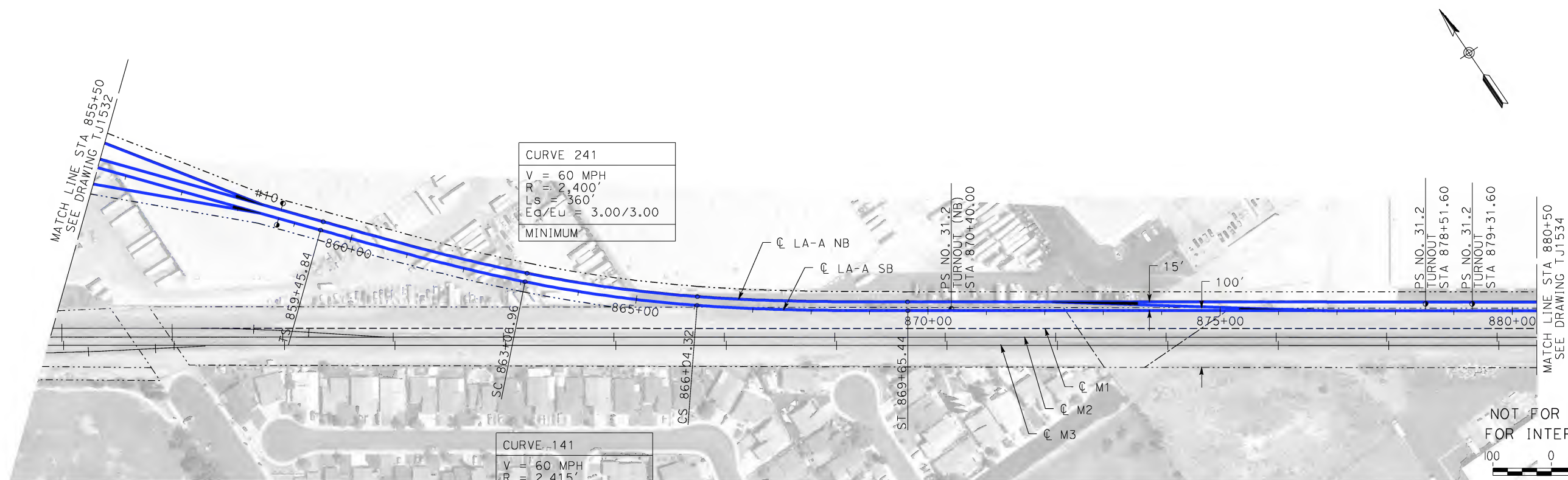
REV	DATE	BY	SUB	APP	DESCRIPTION

DESIGNED BY K. MCCULLOUGH
DRAWN BY K. MCCULLOUGH
CHECKED BY K.T. SU
IN CHARGE D. THOMSON
DATE 06-30-10



CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM
CONSOLIDATED SHARED TRACK ALTERNATIVE
5% DESIGN
PLAN AND PROFILE
STA 826+50 TO STA 855+50

CONTRACT NO. HSR06-0005
DRAWING NO. TJ1532
SCALE AS SHOWN
SHEET NO.



CURVE 241
V = 60 MPH
R = 2,400'
Ls = 360'
Ea/Eu = 3.00/3.00
MINIMUM

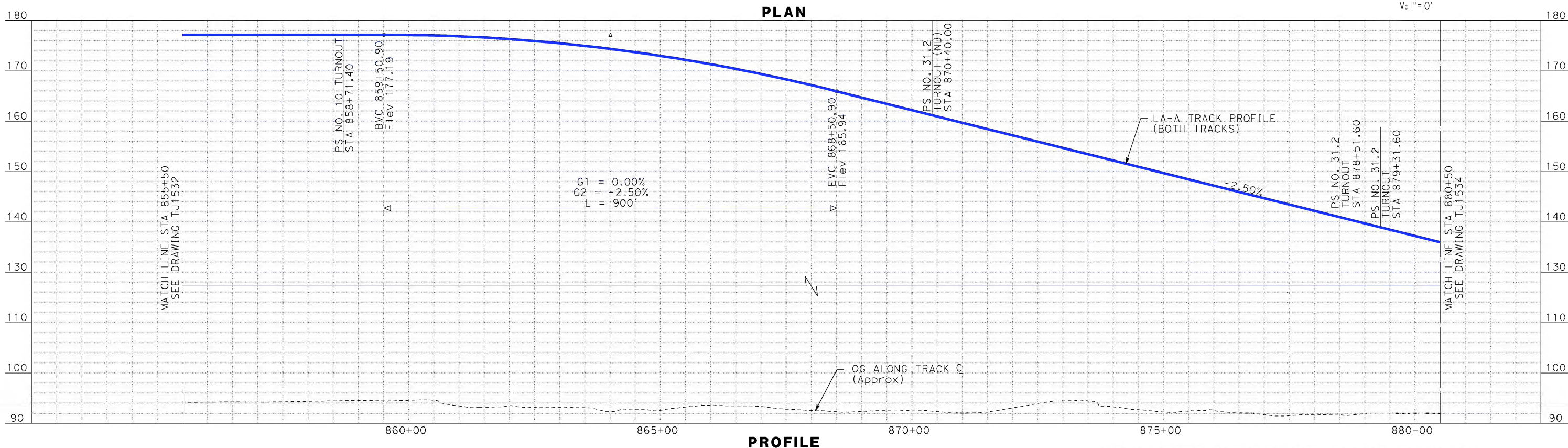
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R = 2,415'
Ls = 361.12'
Ea/Eu = 3.00/2.96
MINIMUM

NOTE:
1. FOR RIGHT-OF-WAY
IMPACT SEE NOTE 1
ON DRAWING BJ0829

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100 0 100 200
H: 1"=100'

10 0 10 20
V: 1"=10'



PLAN

PROFILE

DESIGNED BY
K. MCCULLOUGH
DRAWN BY
K. MCCULLOUGH
CHECKED BY
K.T. SU
IN CHARGE
D. THOMSON
DATE
06-30-10

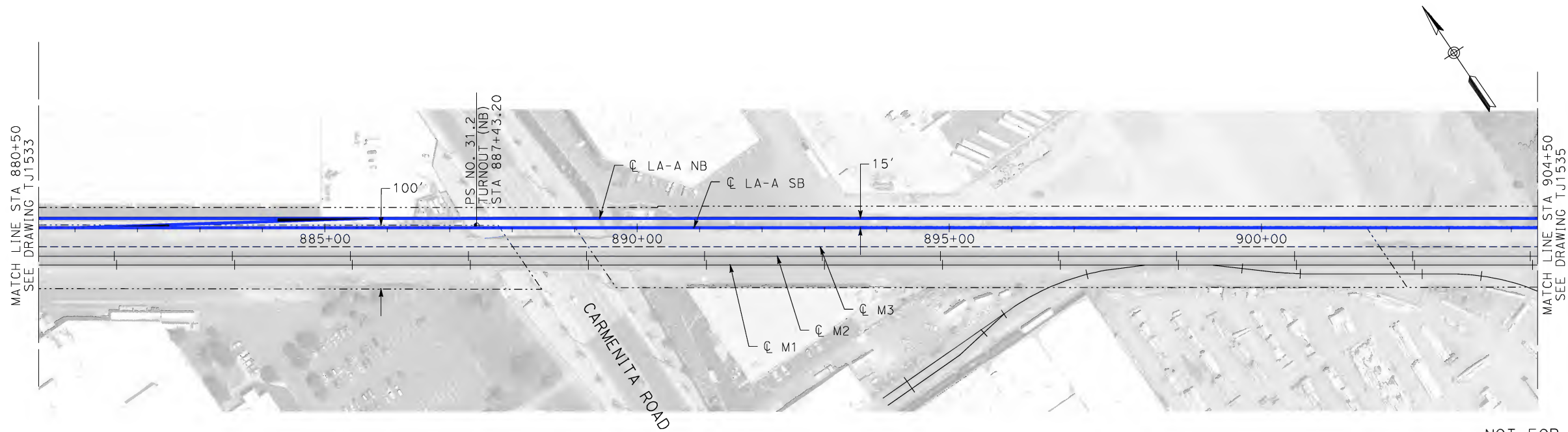
STV Incorporated
ENGINEERS/ARCHITECTS/PLANNERS/CONSTRUCTION MANAGERS
1055 WEST SEVENTH STREET, SUITE 3150
LOS ANGELES, CA 90017-2556



CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM
CONSOLIDATED SHARED TRACK ALTERNATIVE
5% DESIGN
PLAN AND PROFILE
STA 855+50 TO STA 880+50

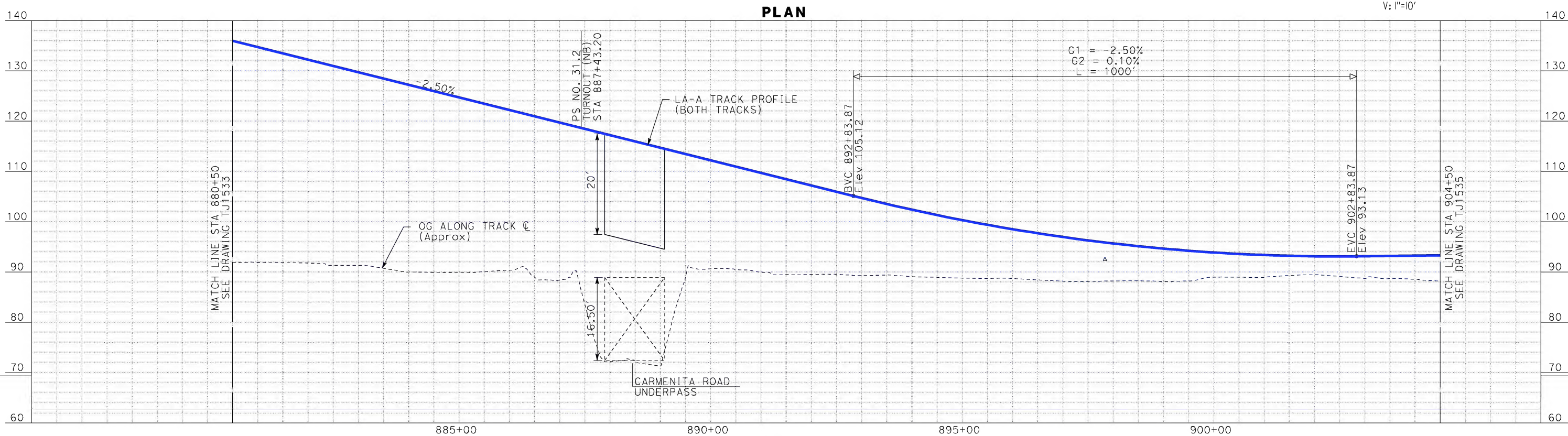
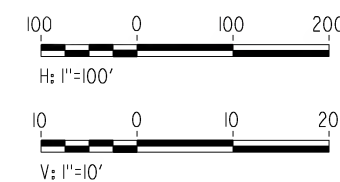
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HSR06-0005
DRAWING NO.
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SCALE
AS SHOWN
SHEET NO.

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- NOTE:
1. FOR RIGHT-OF-WAY IMPACT SEE NOTE 1 ON DRAWING BJ0829
 2. SEE DESIGNER NOTE 12 ON DRAWING BJ0829

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PROFILE

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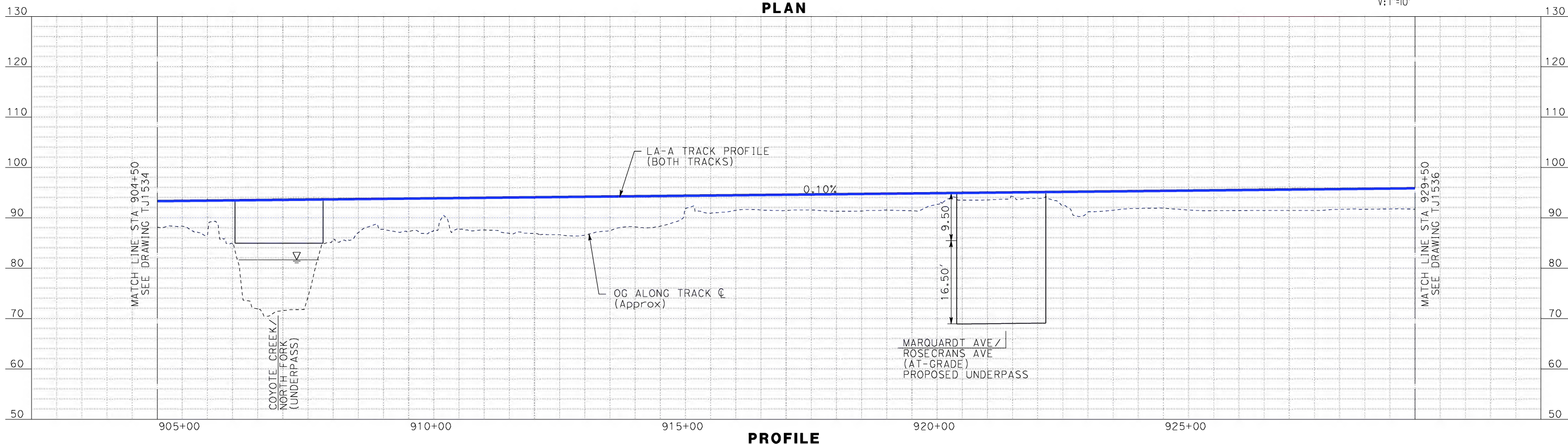
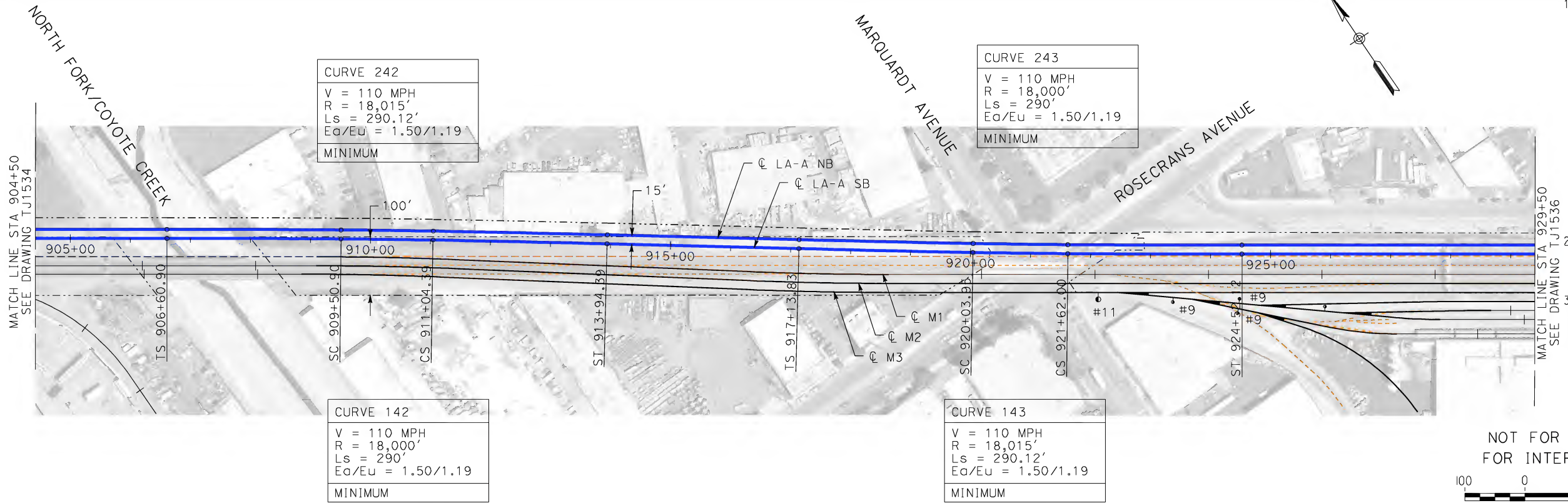
DESIGNED BY K. MCCULLOUGH
DRAWN BY K. MCCULLOUGH
CHECKED BY K.T. SU
IN CHARGE D. THOMSON
DATE 06-30-10



CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM
CONSOLIDATED SHARED TRACK ALTERNATIVE
5% DESIGN
PLAN AND PROFILE
STA 880+50 TO STA 904+50

CONTRACT NO. HSR06-0005
DRAWING NO. TJ1534
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SHEET NO.

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IN CHARGE D. THOMSON
DATE 06-30-10



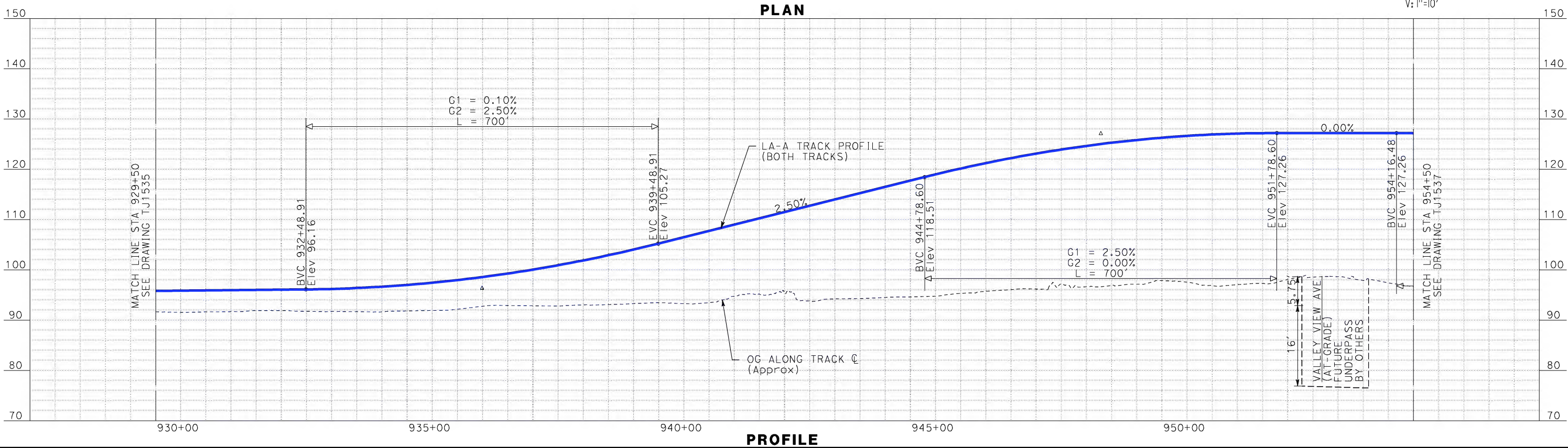
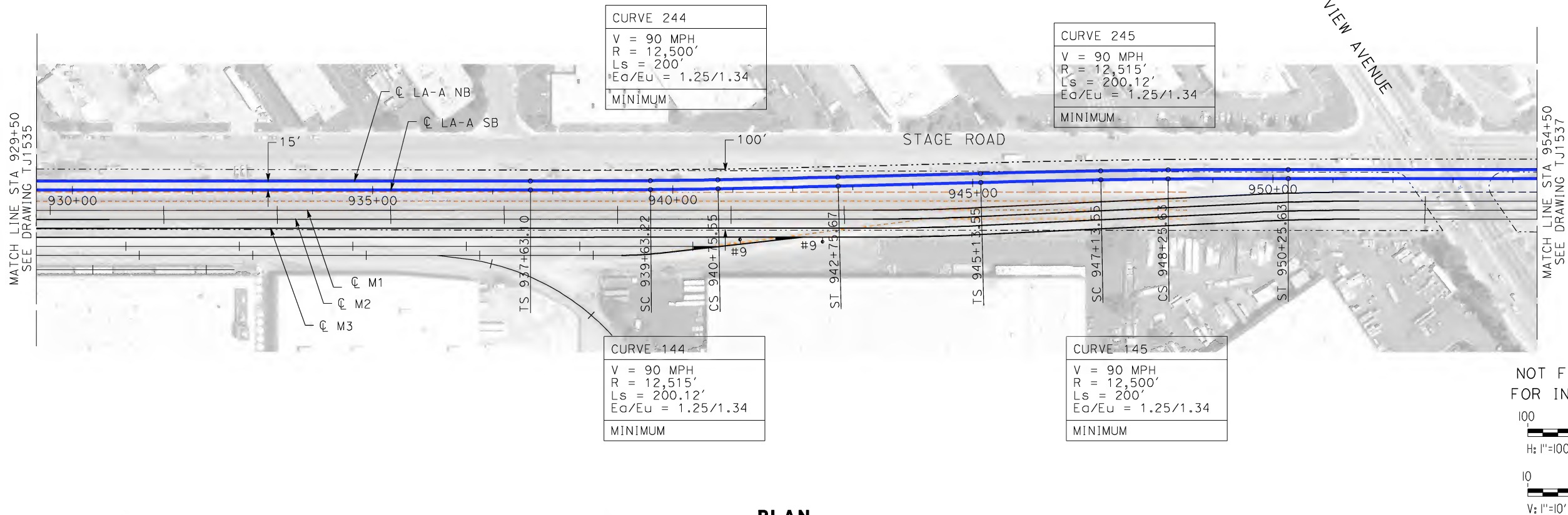
CALIFORNIA HIGH-SPEED RAIL AUTHORITY
FLY CALIFORNIA
Without ever leaving the ground.

CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM
CONSOLIDATED SHARED TRACK ALTERNATIVE
5% DESIGN
PLAN AND PROFILE
STA 904+50 TO STA 929+50

CONTRACT NO. HSR06-0005
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SCALE AS SHOWN
SHEET NO.

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CALIFORNIA HIGH-SPEED RAIL AUTHORITY

FLY CALIFORNIA

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CALIFORNIA HIGH-SPEED TRAIN PROJECT

LOS ANGELES TO ANAHEIM

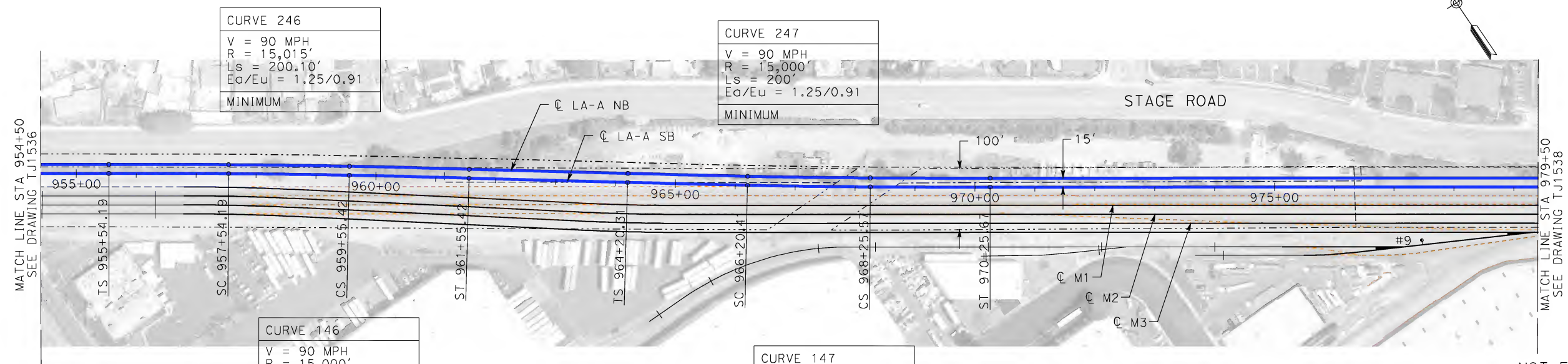
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5% DESIGN

PLAN AND PROFILE

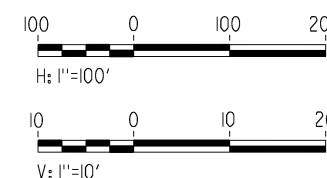
STA 929+50 TO STA 954+50

CONTRACT NO. HSR06-0005
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SCALE AS SHOWN
SHEET NO.

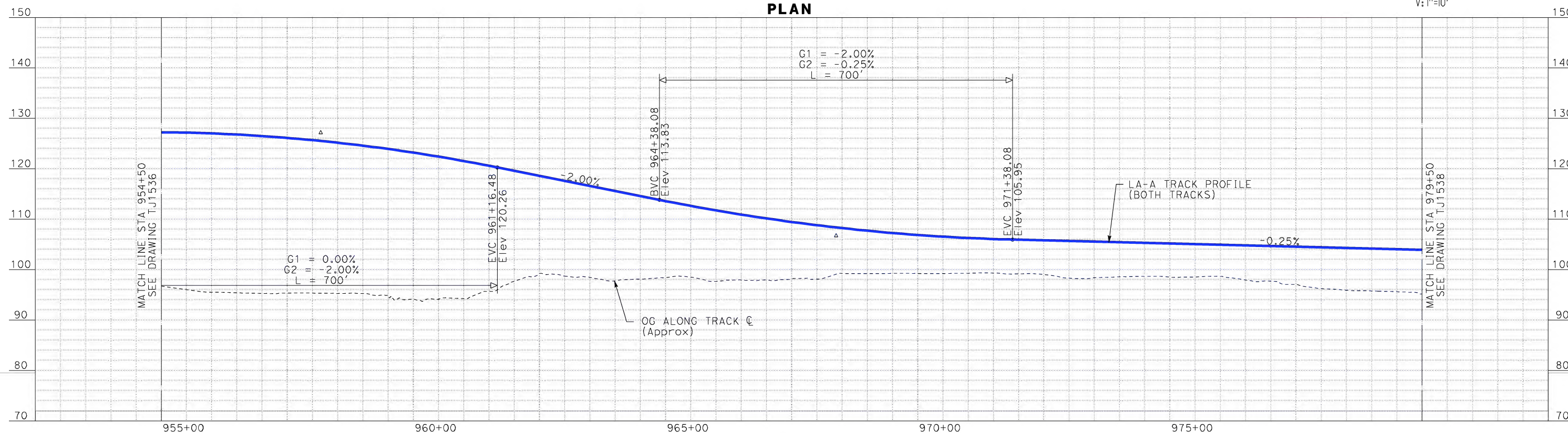


NOTE:
1. FOR RIGHT-OF-WAY
IMPACT SEE NOTE 1
ON DRAWING BJ0829

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PLAN



PROFILE

DESIGNED BY
K. MCCULLOUGH
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K. MCCULLOUGH
CHECKED BY
K.T. SU
IN CHARGE
D. THOMSON
DATE
06-30-10



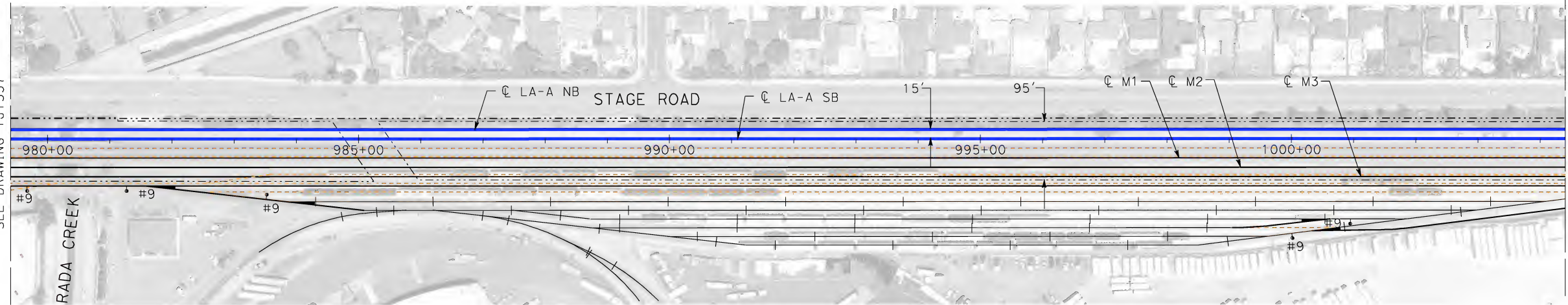
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LOS ANGELES TO ANAHEIM
CONSOLIDATED SHARED TRACK ALTERNATIVE
5% DESIGN
PLAN AND PROFILE
STA 954+50 TO STA 979+50

CONTRACT NO.
HSR06-0005
DRAWING NO.
TJ1537
SCALE
AS SHOWN
SHEET NO.

REV	DATE	BY	SUB	APP	DESCRIPTION

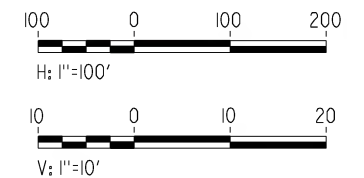
MATCH LINE STA 979+50
SEE DRAWING TJ1537

LA MIRADA CREEK

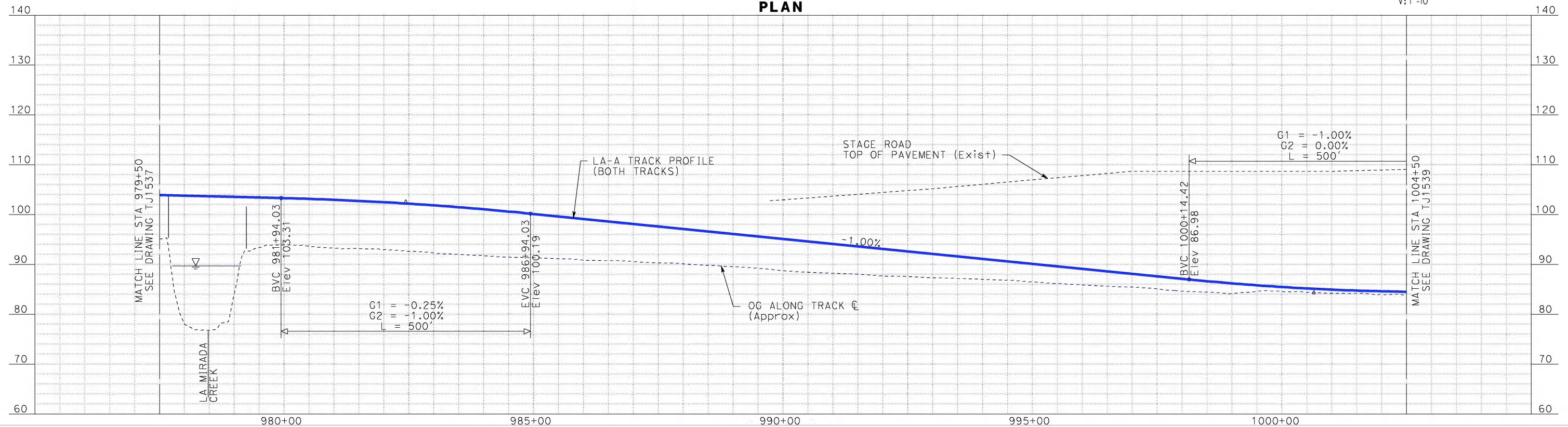


- NOTE:
1. FOR RIGHT-OF-WAY IMPACT SEE NOTE 1 ON DRAWING BJ0829
 2. SEE DESIGNER NOTE 11 ON DRAWING BJ0829

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PLAN



PROFILE

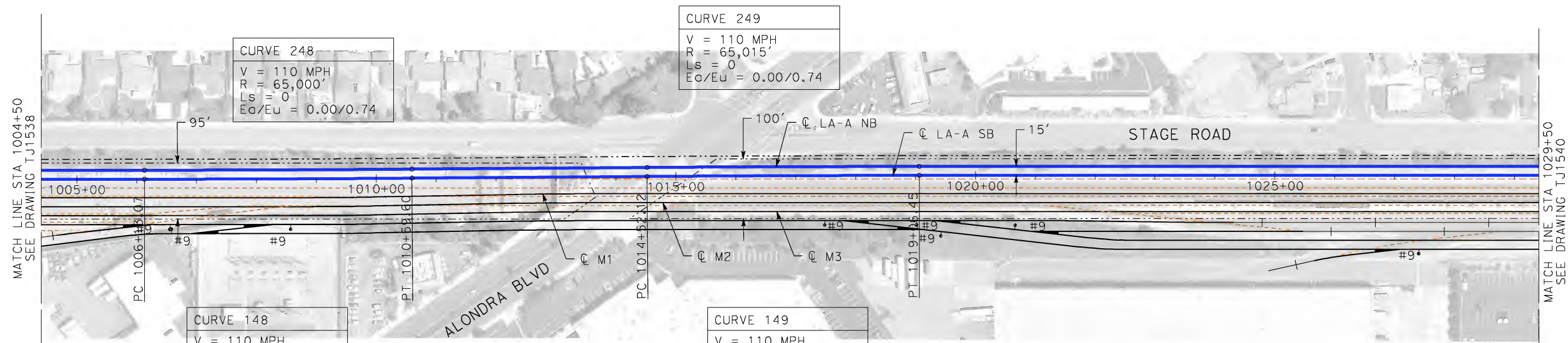
DESIGNED BY
K. MCCULLOUGH
DRAWN BY
K. MCCULLOUGH
CHECKED BY
K.T. SU
IN CHARGE
D. THOMSON
DATE
06-30-10



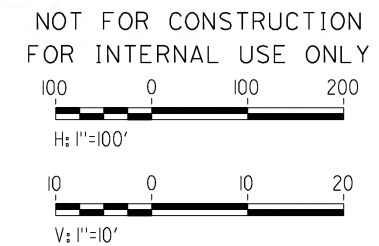
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LOS ANGELES TO ANAHEIM
CONSOLIDATED SHARED TRACK ALTERNATIVE
5% DESIGN
PLAN AND PROFILE
STA 979+50 TO STA 1004+50

CONTRACT NO.
HSR06-0005
DRAWING NO.
TJ1538
SCALE
AS SHOWN
SHEET NO.

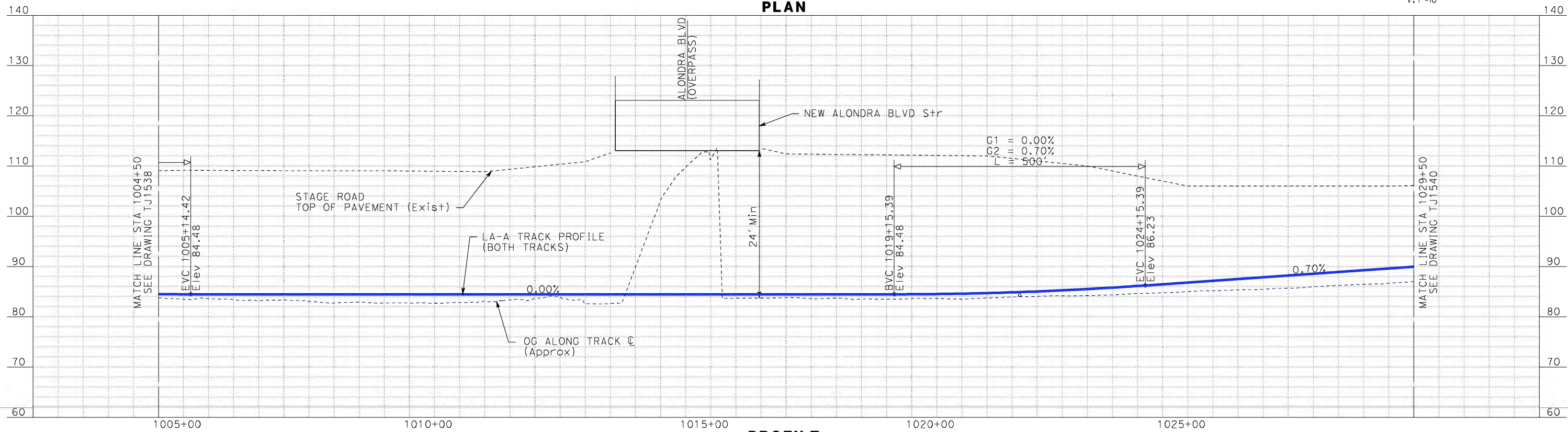
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- NOTE:
1. FOR RIGHT-OF-WAY IMPACT SEE NOTE 1 ON DRAWING BJ0829
 2. SEE DESIGNER NOTE 12 ON DRAWING BJ0829



PLAN



PROFILE

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DESIGNED BY K. MCCULLOUGH
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CHECKED BY K.T. SU
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STV Incorporated
ENGINEERS/ARCHITECTS/PLANNERS/CONSTRUCTION MANAGERS
1055 WEST SEVENTH STREET, SUITE 3150
LOS ANGELES, CA 90017-2556



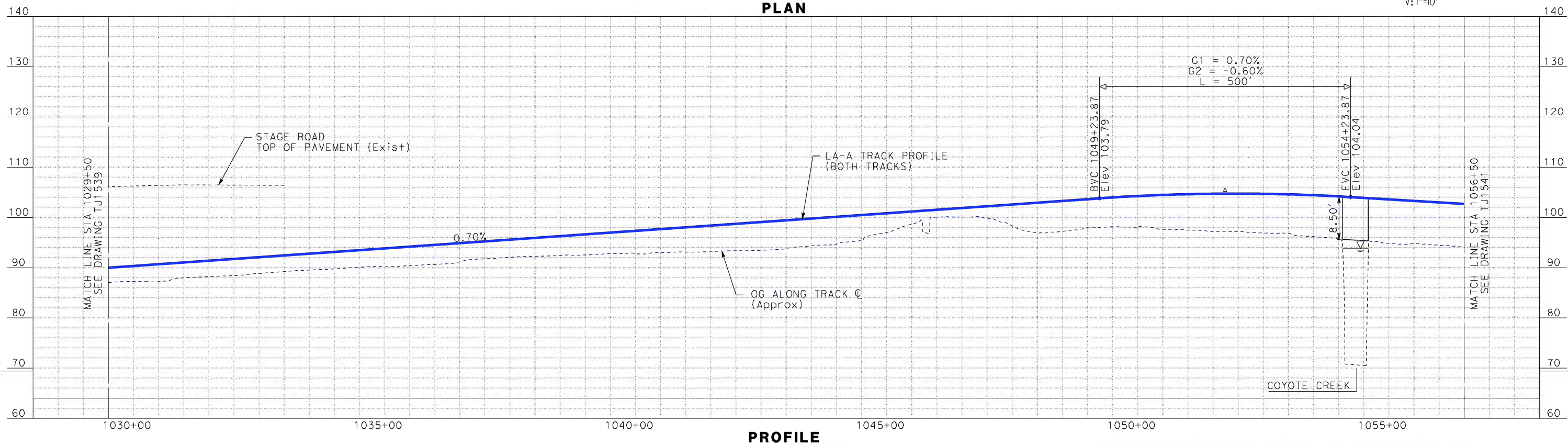
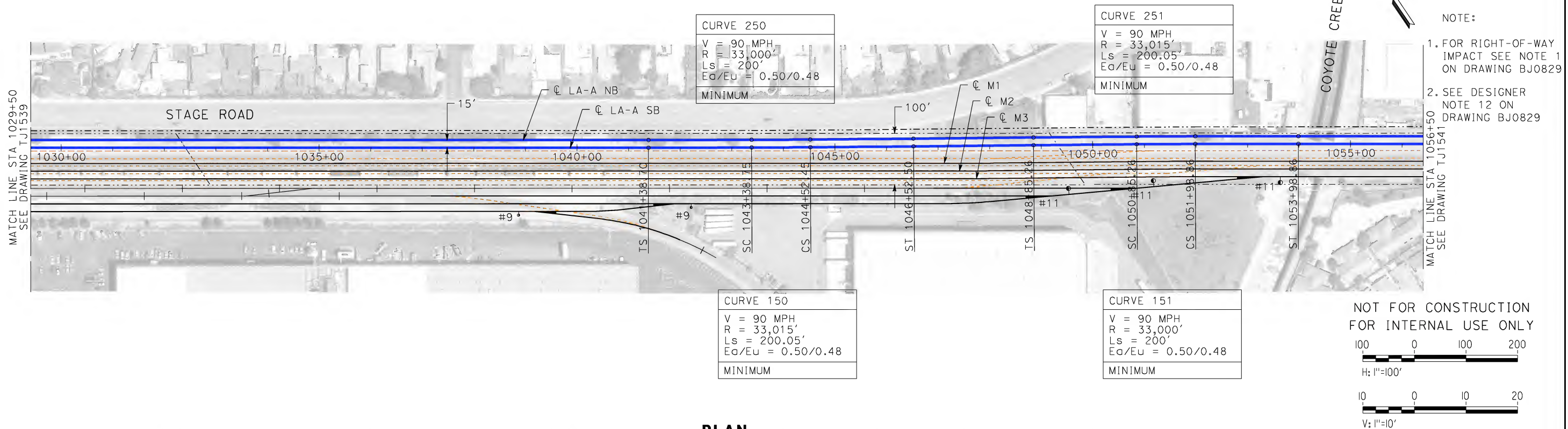
CALIFORNIA HIGH-SPEED RAIL AUTHORITY
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CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM
CONSOLIDATED SHARED TRACK ALTERNATIVE
5% DESIGN
PLAN AND PROFILE
STA 1004+50 TO STA 1029+50

CONTRACT NO. HSR06-0005
DRAWING NO. TJ1539
SCALE AS SHOWN
SHEET NO.

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IN CHARGE D. THOMSON
DATE 06-30-10



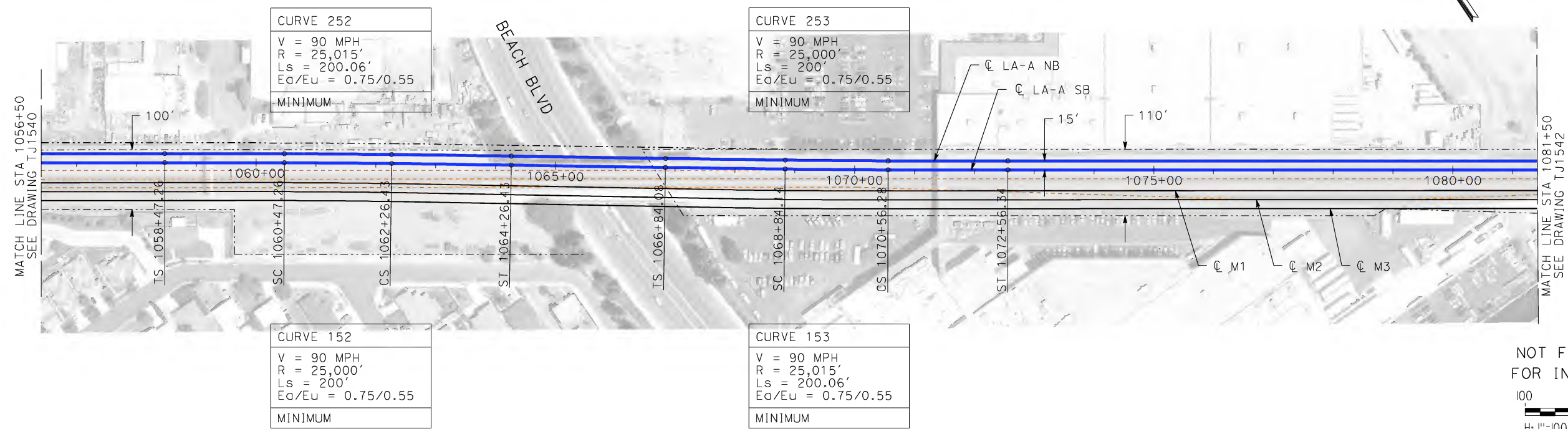
STV Incorporated
ENGINEERS/ARCHITECTS/PLANNERS/CONSTRUCTION MANAGERS
1055 WEST SEVENTH STREET, SUITE 3150
LOS ANGELES, CA 90017-2556



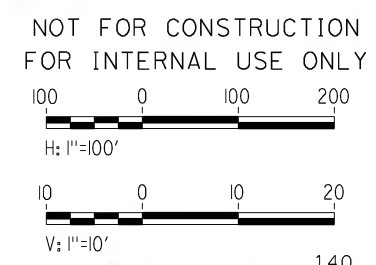
CALIFORNIA HIGH-SPEED RAIL AUTHORITY
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CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM
CONSOLIDATED SHARED TRACK ALTERNATIVE
5% DESIGN
PLAN AND PROFILE
STA 1029+50 TO STA 1056+50

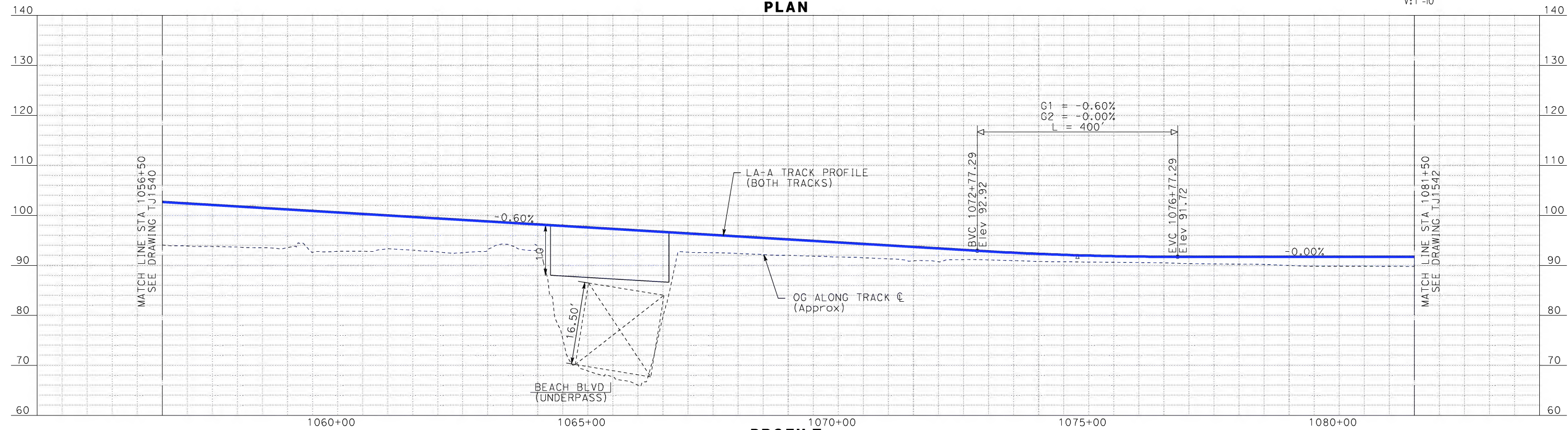
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DRAWING NO. TJ1540
SCALE AS SHOWN
SHEET NO.



NOTE:
1. FOR RIGHT-OF-WAY
IMPACT SEE NOTE 1
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PLAN



PROFILE

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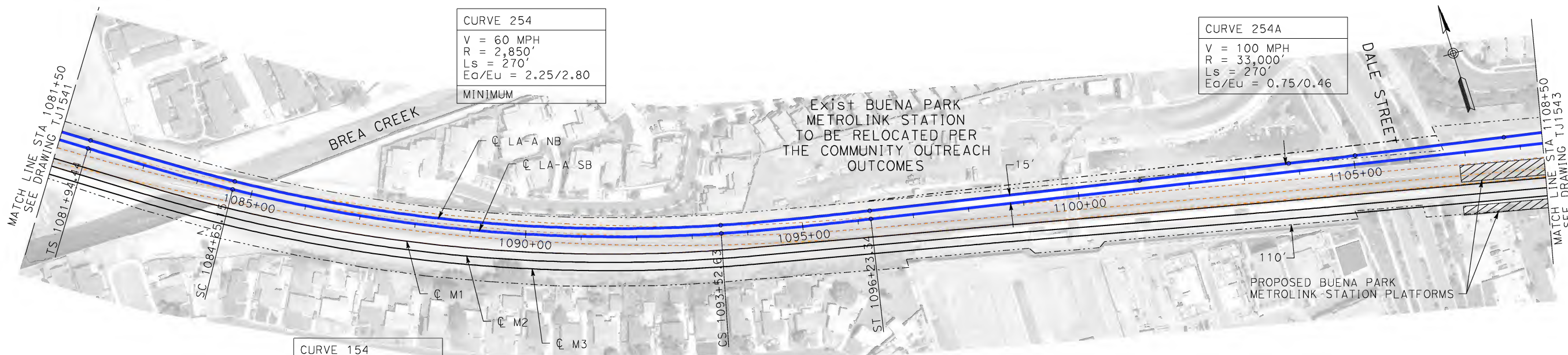
STV Incorporated
ENGINEERS/ARCHITECTS/PLANNERS/CONSTRUCTION MANAGERS
1055 WEST SEVENTH STREET, SUITE 3150
LOS ANGELES, CA 90017-2556



CALIFORNIA HIGH-SPEED RAIL AUTHORITY
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CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM
CONSOLIDATED SHARED TRACK ALTERNATIVE
5% DESIGN
PLAN AND PROFILE
STA 1056+50 TO STA 1081+50

CONTRACT NO. HSR06-0005
DRAWING NO. TJ1541
SCALE AS SHOWN
SHEET NO.

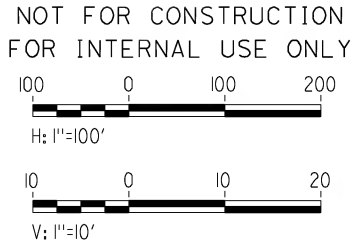


CURVE 154
V = 60 MPH
R = 2,865'
Ls = 270.71'
Ea/Eu = 2.25/2.78
MINIMUM

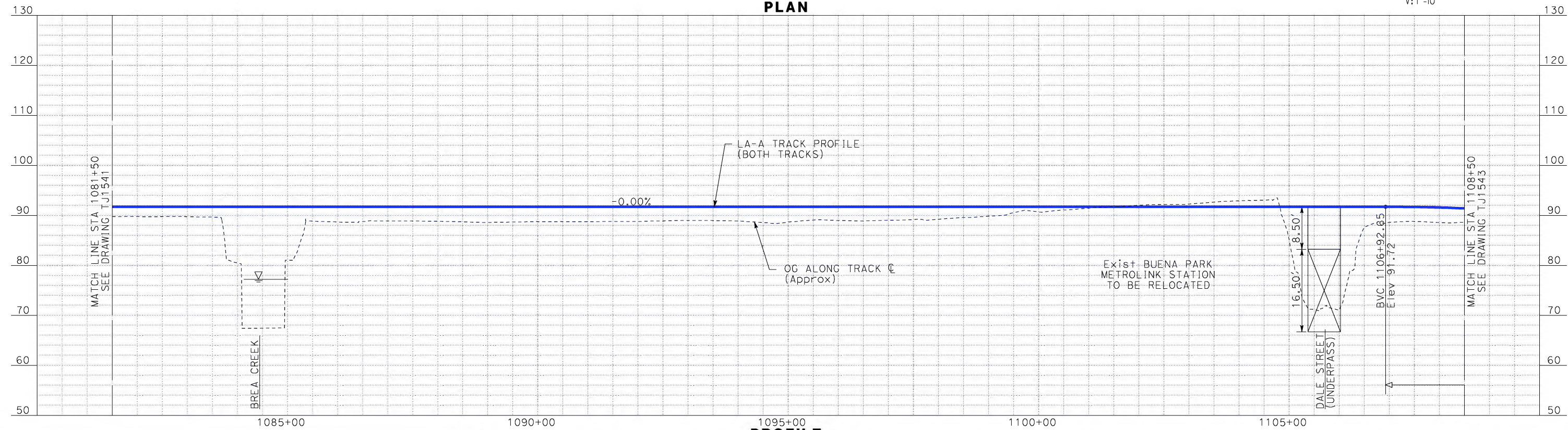
CURVE 254
V = 60 MPH
R = 2,850'
Ls = 270'
Ea/Eu = 2.25/2.80
MINIMUM

CURVE 254A
V = 100 MPH
R = 33,000'
Ls = 270'
Ea/Eu = 0.75/0.46

NOTE:
1. FOR RIGHT-OF-WAY
IMPACT SEE NOTE 1
ON DRAWING BJ0829



PLAN



PROFILE

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REV	DATE	BY	SUB	APP	DESCRIPTION

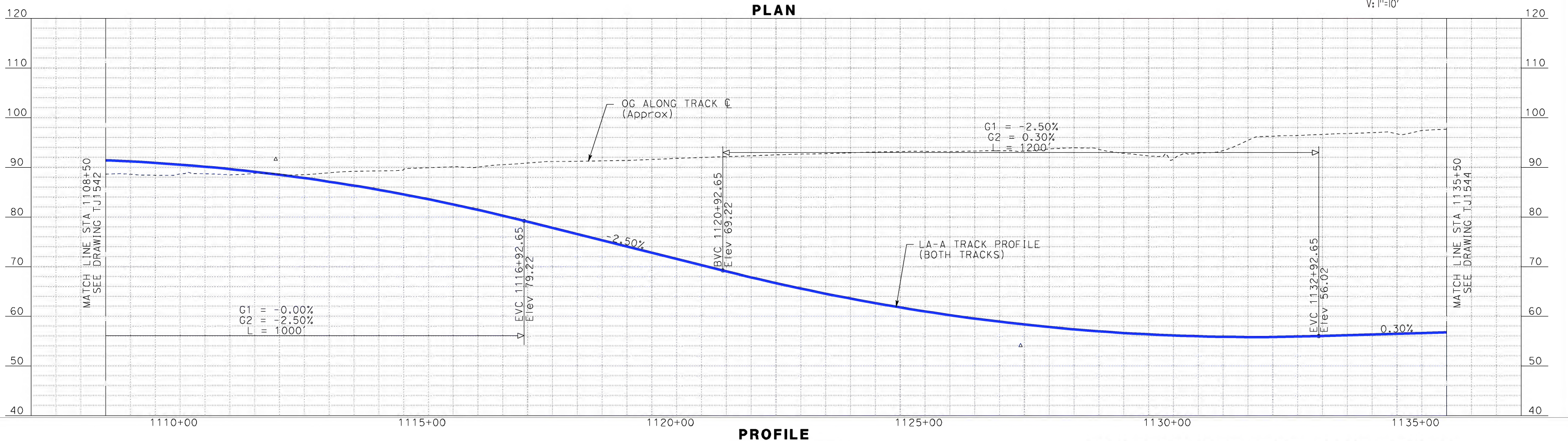
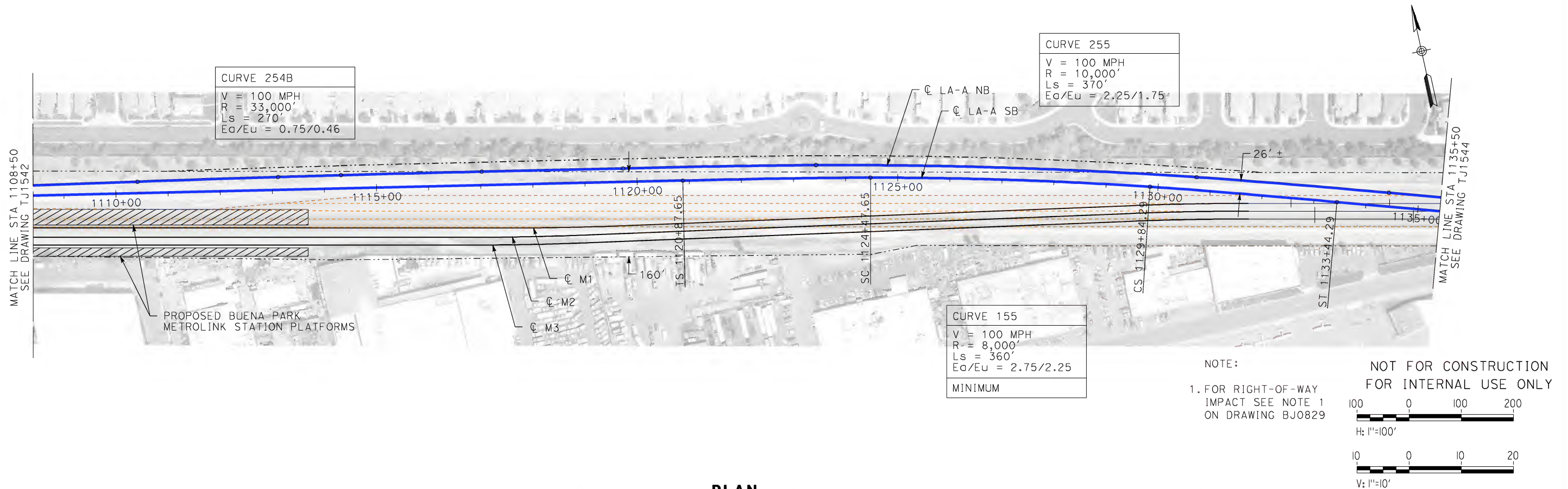
DESIGNED BY
K. MCCULLOUGH
DRAWN BY
K. MCCULLOUGH
CHECKED BY
K.T. SU
IN CHARGE
D. THOMSON
DATE
06-30-10



CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM
CONSOLIDATED SHARED TRACK ALTERNATIVE
5% DESIGN
PLAN AND PROFILE
STA 1081+50 TO STA 1108+50

CONTRACT NO.
HSR06-0005
DRAWING NO.
TJ1542
SCALE
AS SHOWN
SHEET NO.

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CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM
CONSOLIDATED SHARED TRACK ALTERNATIVE
5% DESIGN
PLAN AND PROFILE
STA 1108+50 TO STA 1135+50

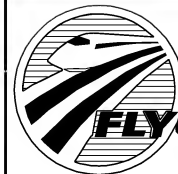
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REV	DATE	BY	SUB	APP	DESCRIPTION

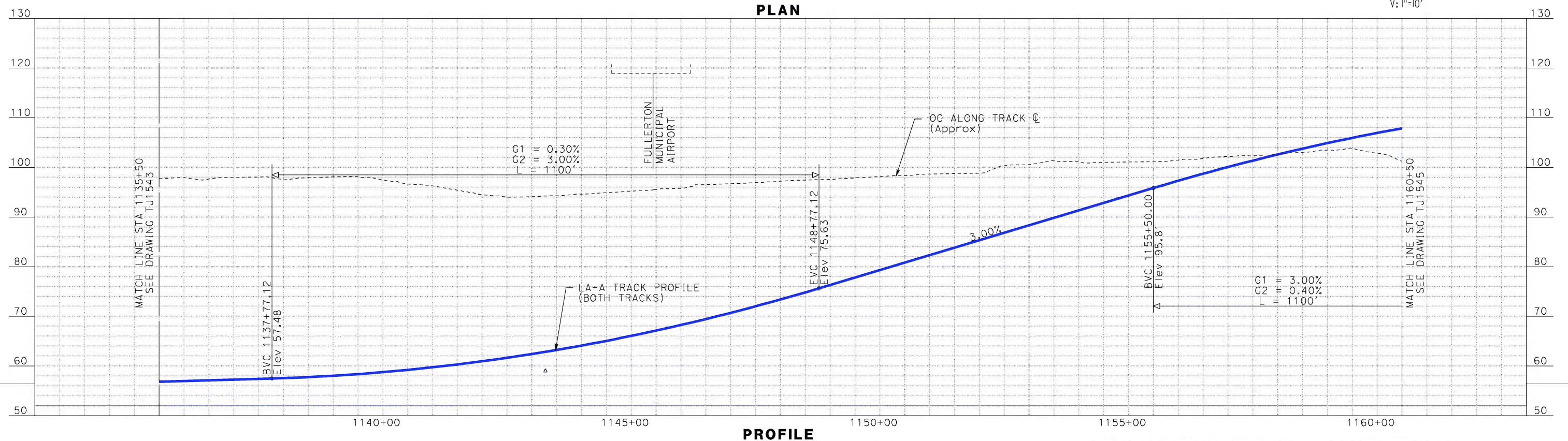
DESIGNED BY K. MCCULLOUGH
DRAWN BY K. MCCULLOUGH
CHECKED BY K.T. SU
IN CHARGE D. THOMSON
DATE 06-30-10



CALIFORNIA HIGH-SPEED RAIL AUTHORITY
FLY CALIFORNIA
Without ever leaving the ground.

CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM
CONSOLIDATED SHARED TRACK ALTERNATIVE
5% DESIGN
PLAN AND PROFILE
STA 1135+50 TO STA 1160+50

CONTRACT NO. HSR06-0005
DRAWING NO. TJ1544
SCALE AS SHOWN
SHEET NO.



CURVE 156
V = 100 MPH
R = 8,000'
Ls = 360'
Ea/Eu = 2.75/2.25
MINIMUM

CURVE 256
V = 100 MPH
R = 10,000'
Ls = 370'
Ea/Eu = 2.25/1.75

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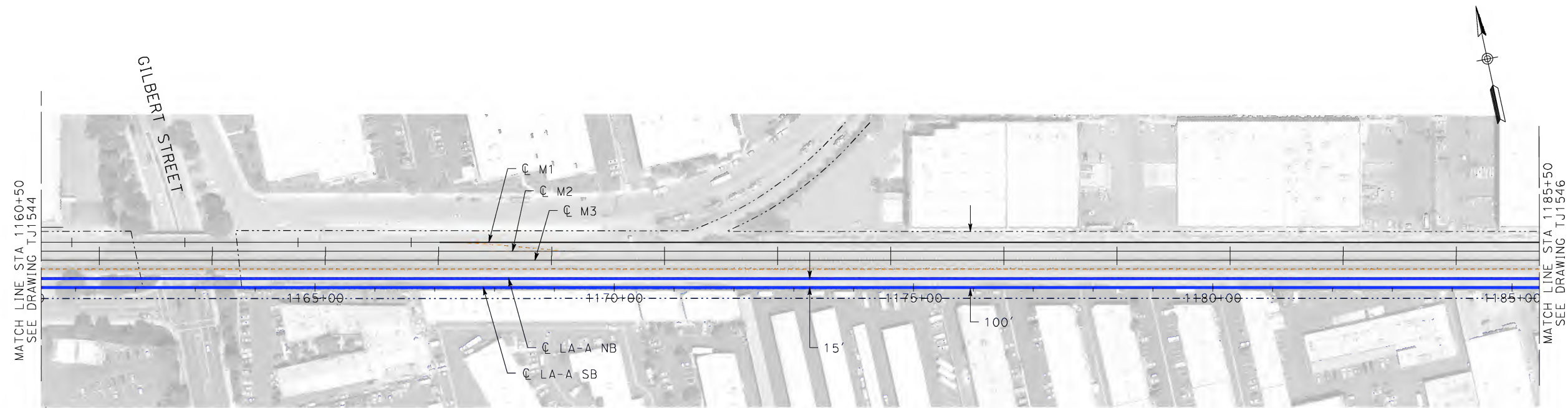
H: 1"=100'



V: 1"=10'

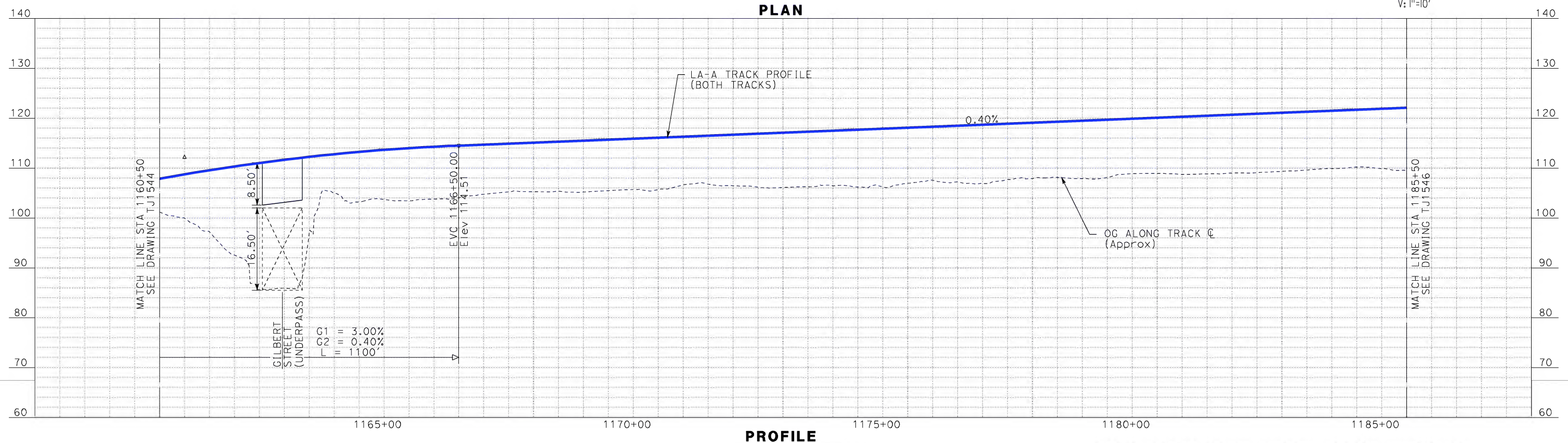
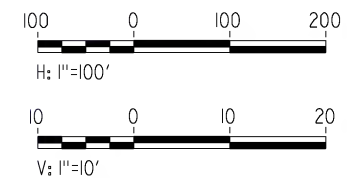
NOTE:

1. FOR RIGHT-OF-WAY
IMPACT SEE NOTE 1
ON DRAWING BJ0829



NOTE:
1. FOR RIGHT-OF-WAY
IMPACT SEE NOTE 1
ON DRAWING BJ0829

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DRAWN BY K. MCCULLOUGH
CHECKED BY K.T. SU
IN CHARGE D. THOMSON
DATE 06-30-10

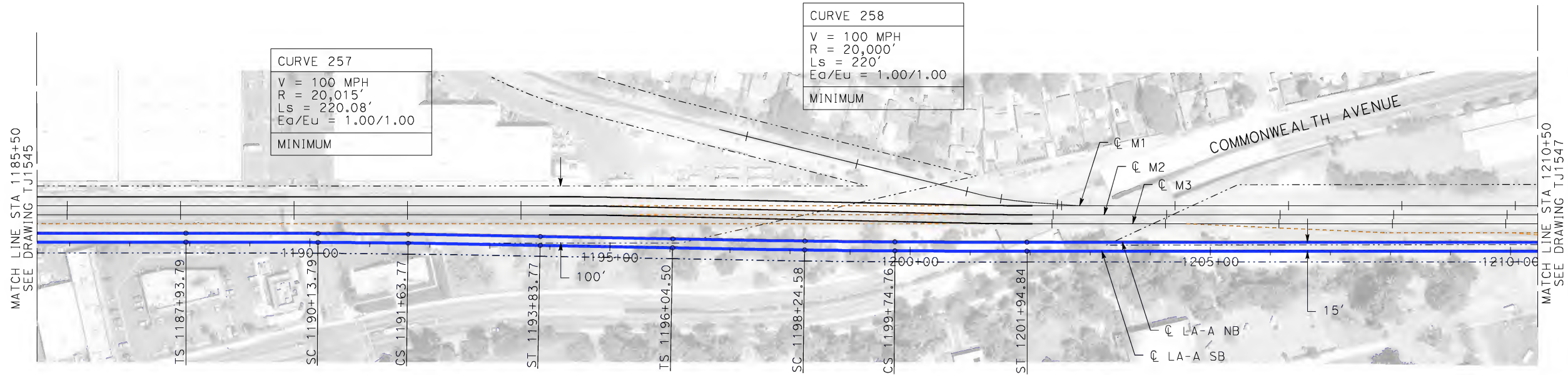


CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM
CONSOLIDATED SHARED TRACK ALTERNATIVE
5% DESIGN
PLAN AND PROFILE
STA 1160+50 TO STA 1185+50

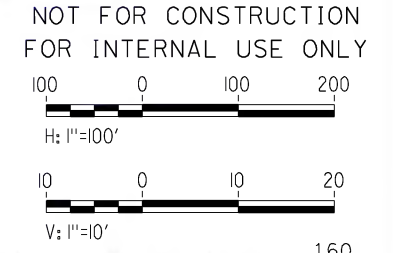
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SHEET NO.

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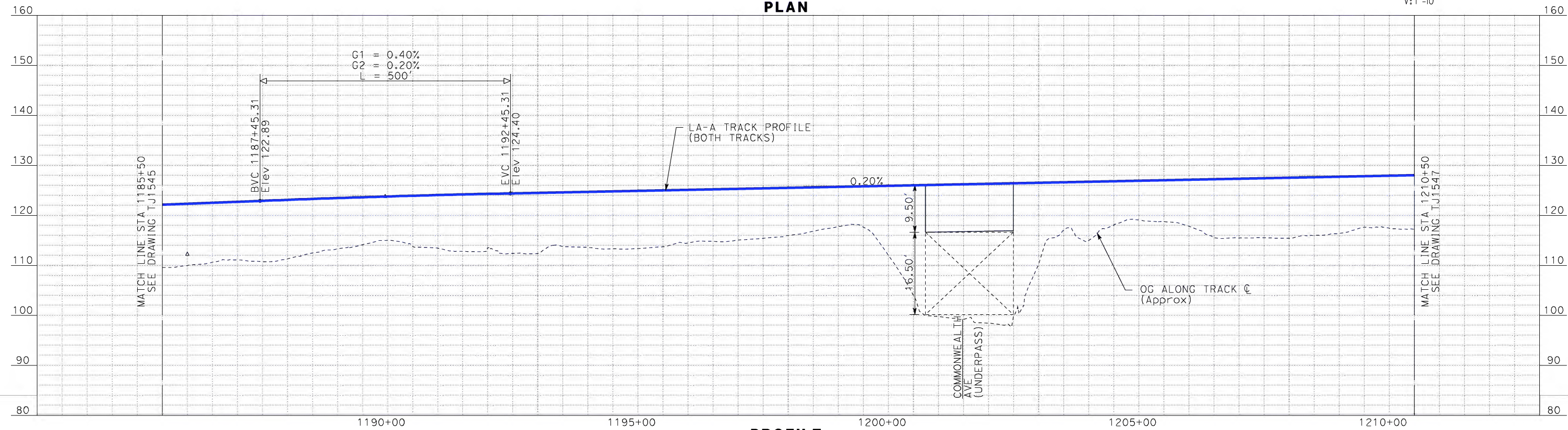
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NOTE:
1. FOR RIGHT-OF-WAY
IMPACT SEE NOTE 1
ON DRAWING BJ0829



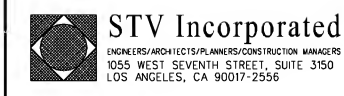
PLAN



PROFILE

REV	DATE	BY	SUB	APP	DESCRIPTION

DESIGNED BY K. MCCULLOUGH
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CHECKED BY K.T. SU
IN CHARGE D. THOMSON
DATE 06-30-10

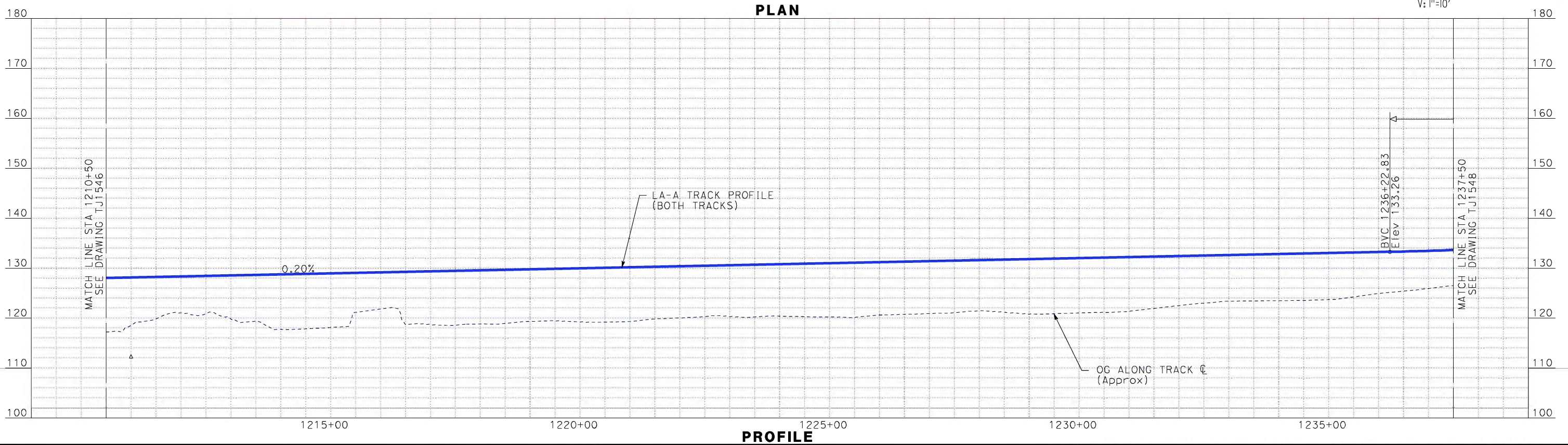
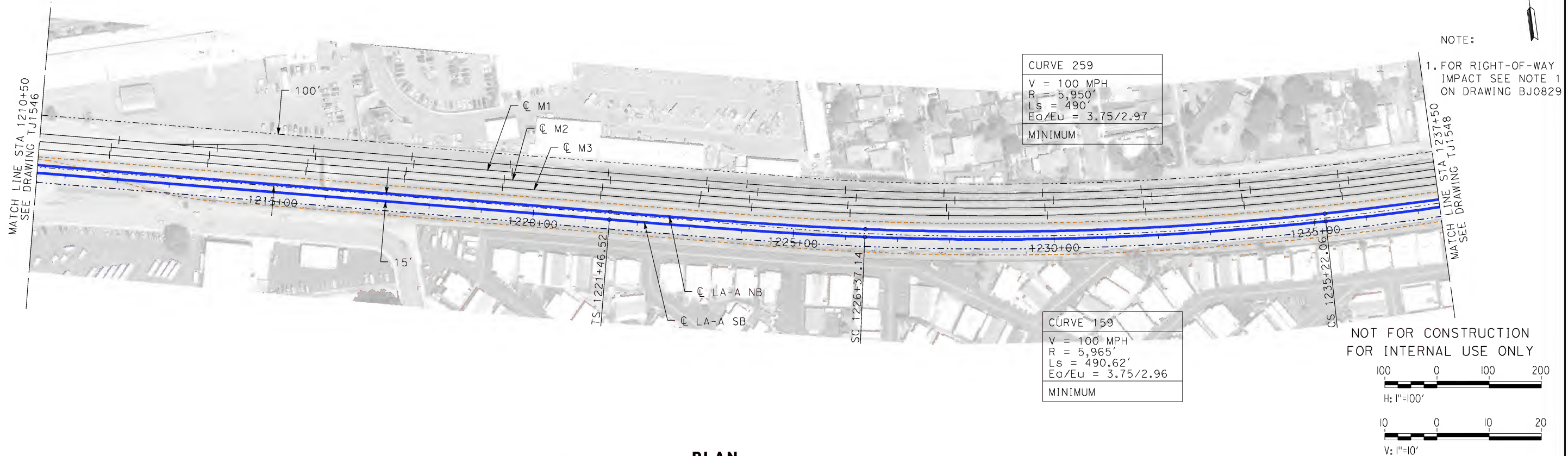


CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM
CONSOLIDATED SHARED TRACK ALTERNATIVE
5% DESIGN
PLAN AND PROFILE
STA 1185+50 TO STA 1210+50

CONTRACT NO. HSR06-0005
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SCALE AS SHOWN
SHEET NO.

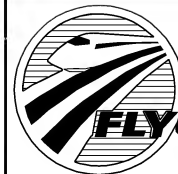
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DATE 06-30-10



CALIFORNIA HIGH-SPEED RAIL AUTHORITY

FLY CALIFORNIA

Without ever leaving the ground.

CALIFORNIA HIGH-SPEED TRAIN PROJECT

LOS ANGELES TO ANAHEIM

CONSOLIDATED SHARED TRACK ALTERNATIVE

5% DESIGN

PLAN AND PROFILE

STA 1210+50 TO STA 1237+50

CONTRACT NO. HSR06-0005
DRAWING NO. TJ1547
SCALE AS SHOWN
SHEET NO.

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DESIGNED BY K. MCCULLOUGH
DRAWN BY K. MCCULLOUGH
CHECKED BY K.T. SU
IN CHARGE D. THOMSON
DATE 06-30-10



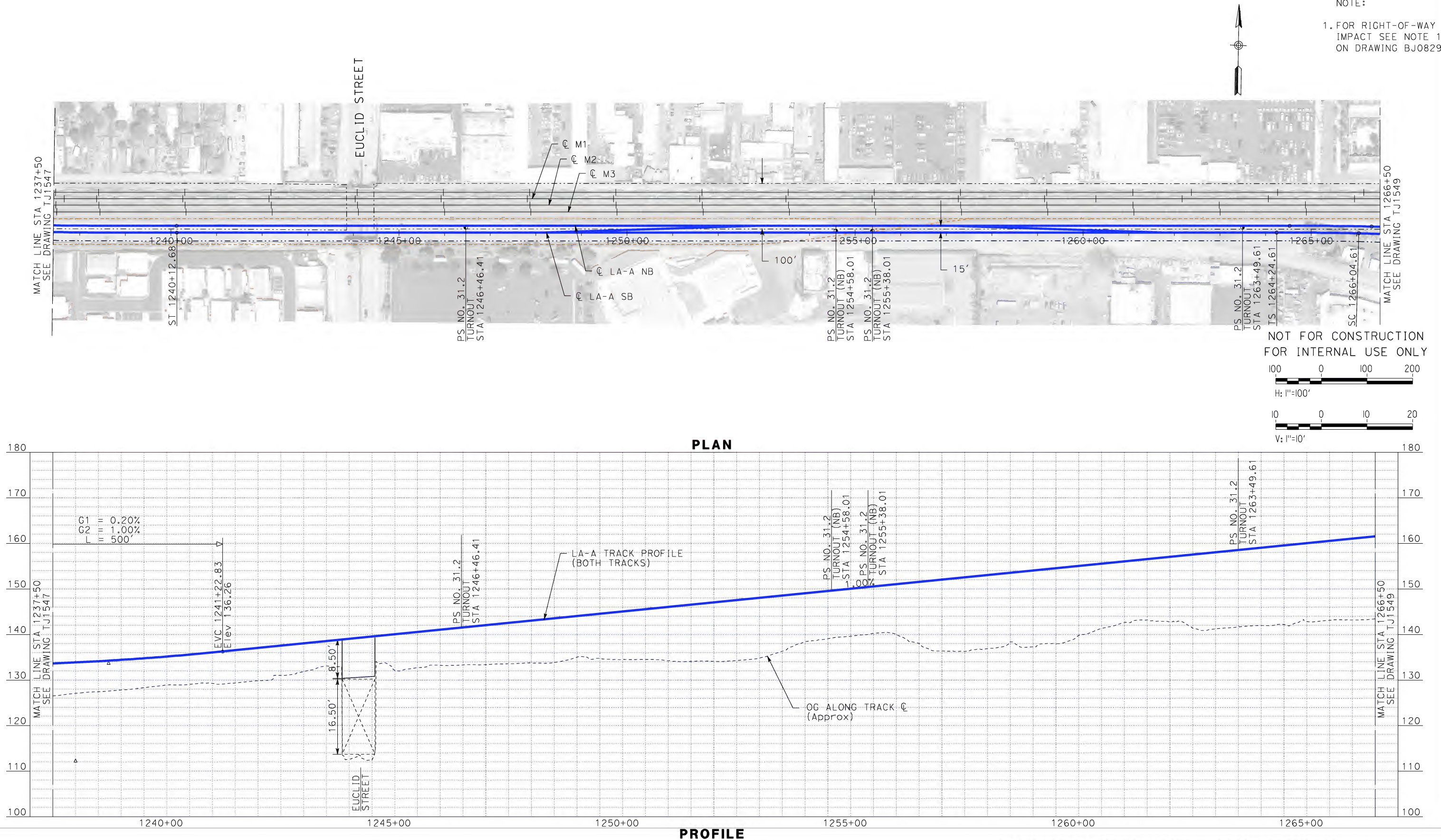
STV Incorporated
ENGINEERS/ARCHITECTS/PLANNERS/CONSTRUCTION MANAGERS
1055 WEST SEVENTH STREET, SUITE 3150
LOS ANGELES, CA 90017-2556



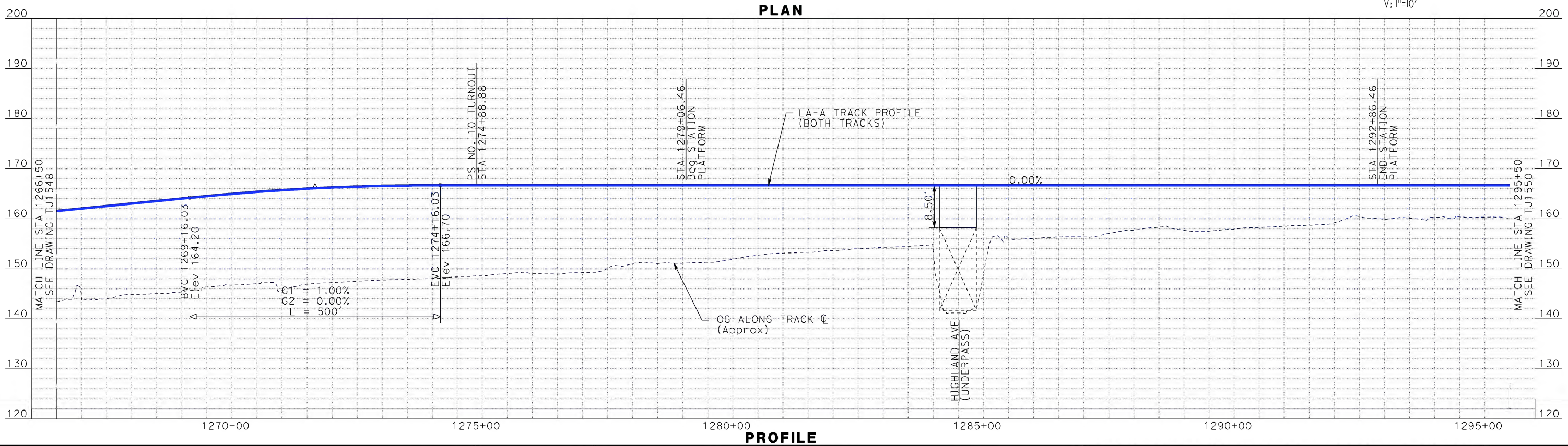
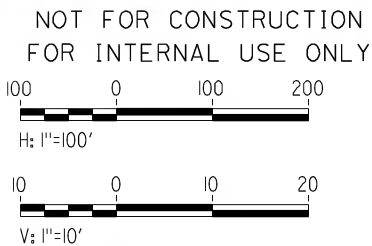
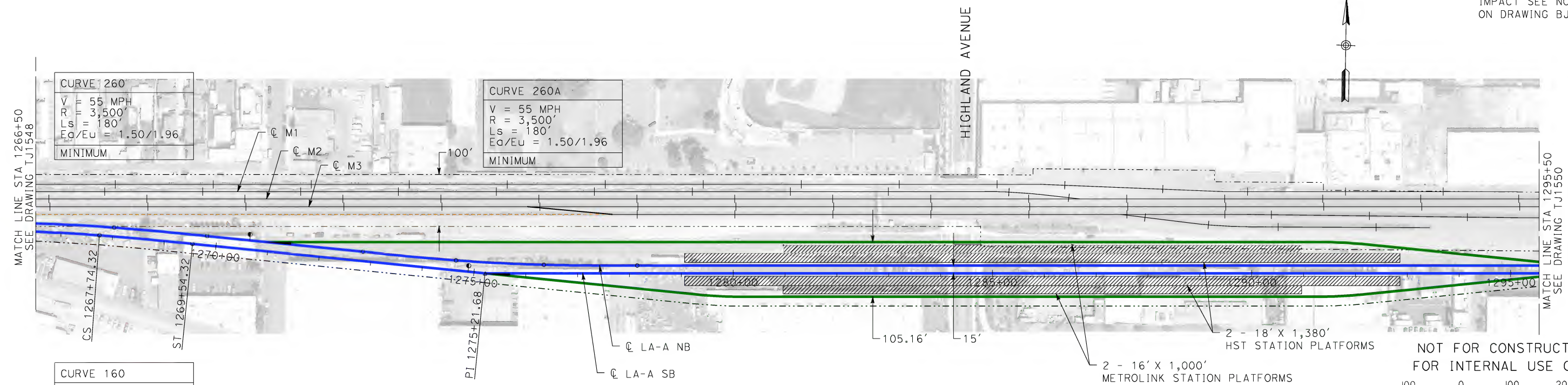
CALIFORNIA HIGH-SPEED RAIL AUTHORITY
FLY CALIFORNIA
Without ever leaving the ground.

CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM
CONSOLIDATED SHARED TRACK ALTERNATIVE
5% DESIGN
PLAN AND PROFILE
STA 1237+50 TO STA 1266+50

CONTRACT NO. HSR06-0005
DRAWING NO. TJ1548
SCALE AS SHOWN
SHEET NO.



NOTE:
1. FOR RIGHT-OF-WAY
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DESIGNED BY K. MCCULLOUGH
DRAWN BY K. MCCULLOUGH
CHECKED BY K.T. SU
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DATE 06-30-10

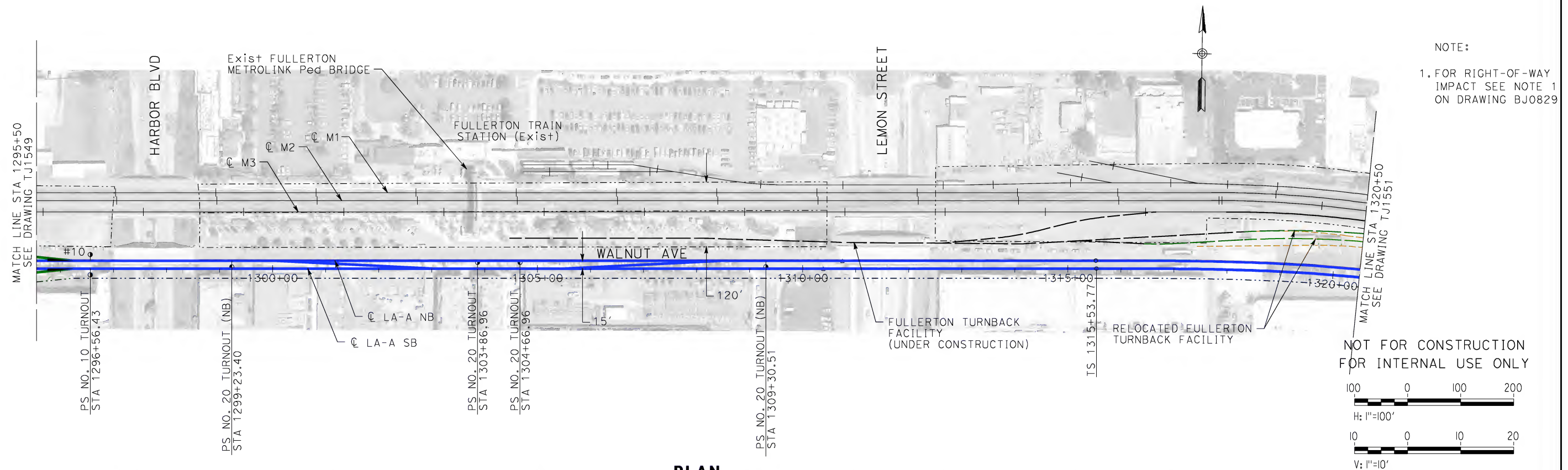


CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM
CONSOLIDATED SHARED TRACK ALTERNATIVE
5% DESIGN
PLAN AND PROFILE
STA 1266+50 TO STA 1295+50

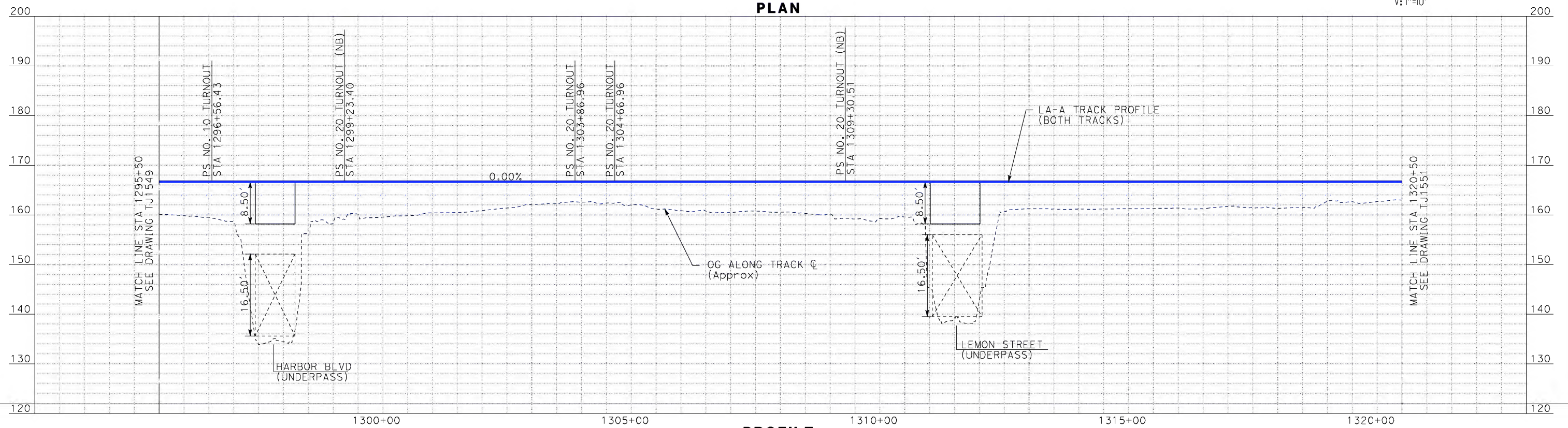
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DRAWING NO. TJ1549
SCALE AS SHOWN
SHEET NO.

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martinj



PLAN



PROFILE

REV	DATE	BY	SUB	APP	DESCRIPTION

DESIGNED BY K. MCCULLOUGH
DRAWN BY K. MCCULLOUGH
CHECKED BY K.T. SU
IN CHARGE D. THOMSON
DATE 06-30-10



STV Incorporated
ENGINEERS/ARCHITECTS/PLANNERS/CONSTRUCTION MANAGERS
1055 WEST SEVENTH STREET, SUITE 3150
LOS ANGELES, CA 90017-2556

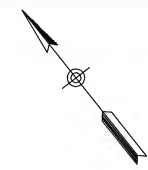


CALIFORNIA HIGH-SPEED RAIL AUTHORITY
FLY CALIFORNIA
Without ever leaving the ground.

**CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM**
CONSOLIDATED SHARED TRACK ALTERNATIVE
5% DESIGN
PLAN AND PROFILE
STA 1295+50 TO STA 1320+50

CONTRACT NO. HSR06-0005
DRAWING NO. TJ1550
SCALE AS SHOWN
SHEET NO.

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martinj



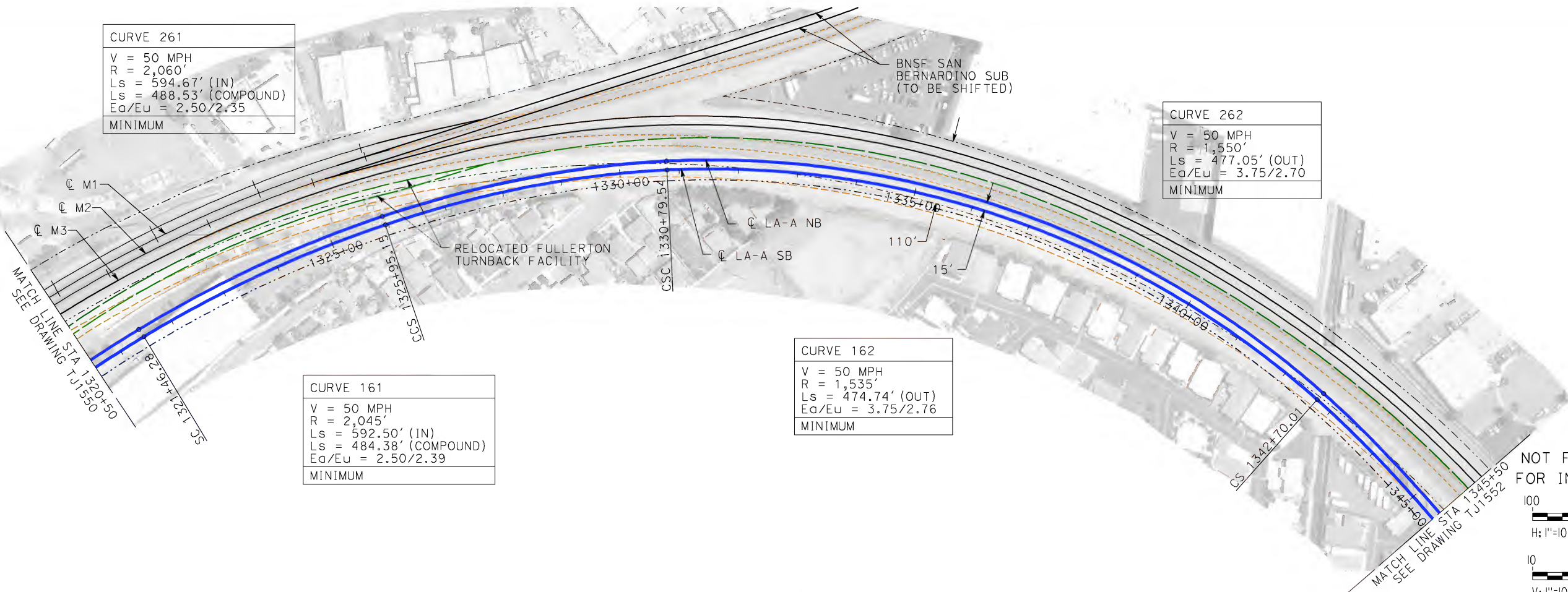
NOTE:
1. FOR RIGHT-OF-WAY
IMPACT SEE NOTE 1
ON DRAWING BJ0829

CURVE 261
V = 50 MPH
R = 2,060'
Ls = 594.67' (IN)
Ls = 488.53' (COMPOUND)
Ea/Eu = 2.50/2.35
MINIMUM

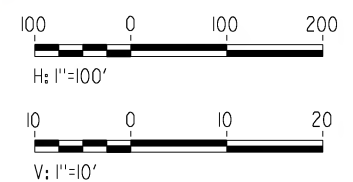
CURVE 262
V = 50 MPH
R = 1,550'
Ls = 477.05' (OUT)
Ea/Eu = 3.75/2.70
MINIMUM

CURVE 161
V = 50 MPH
R = 2,045'
Ls = 592.50' (IN)
Ls = 484.38' (COMPOUND)
Ea/Eu = 2.50/2.39
MINIMUM

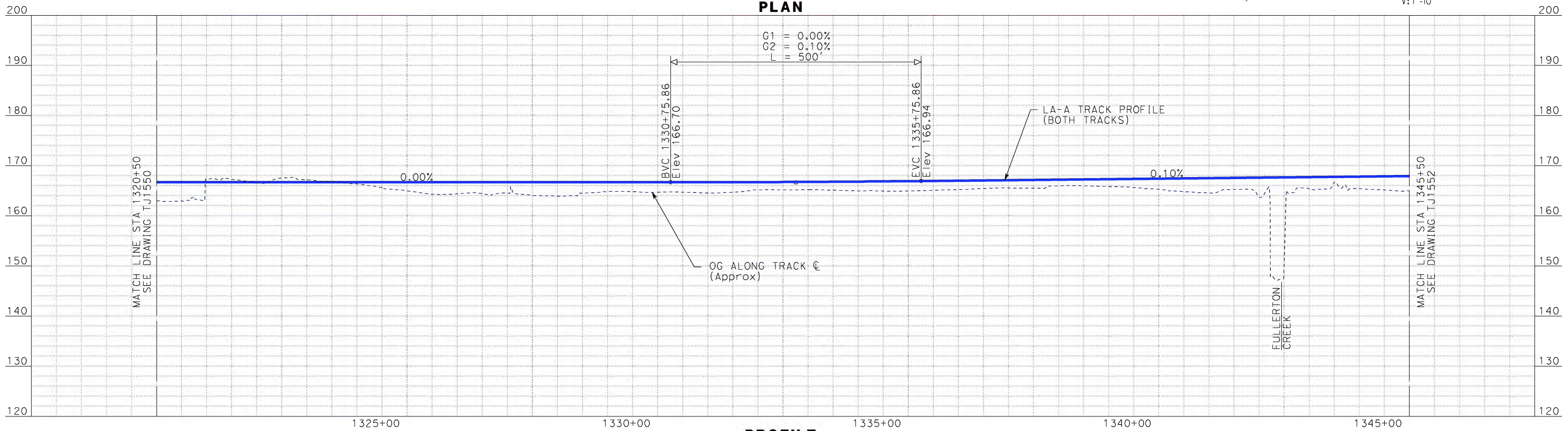
CURVE 162
V = 50 MPH
R = 1,535'
Ls = 474.74' (OUT)
Ea/Eu = 3.75/2.76
MINIMUM



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PLAN



PROFILE

REV	DATE	BY	SUB	APP	DESCRIPTION

DESIGNED BY
K. MCCULLOUGH
DRAWN BY
K. MCCULLOUGH
CHECKED BY
K.T. SU
IN CHARGE
D. THOMSON
DATE
06-30-10

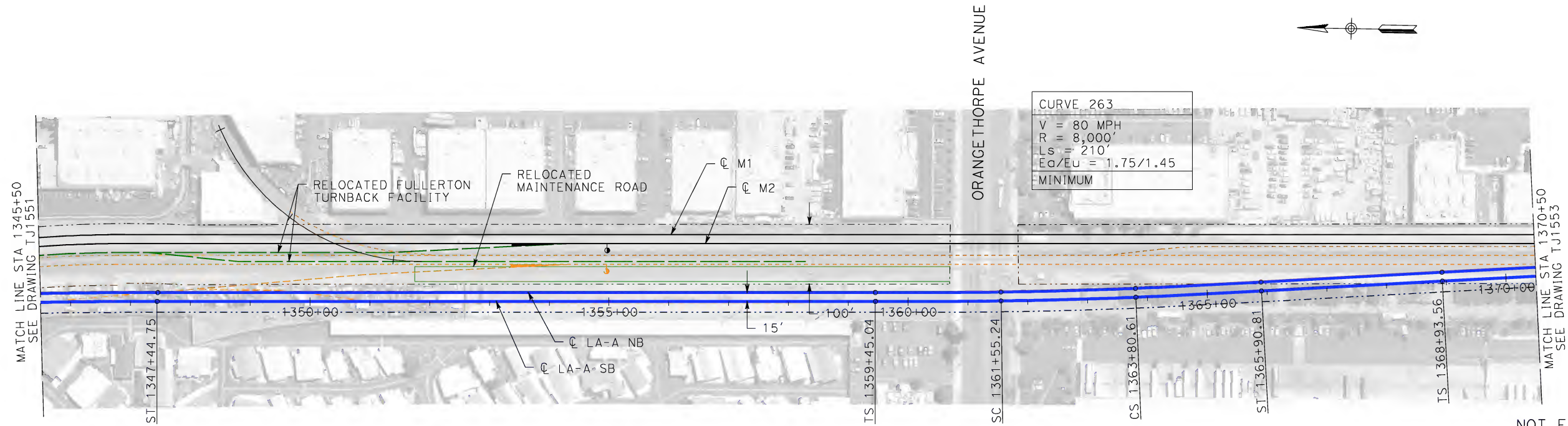


**CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM**
CONSOLIDATED SHARED TRACK ALTERNATIVE
5% DESIGN
PLAN AND PROFILE
STA 1320+50 TO STA 1345+50

CONTRACT NO.
HSR06-0005
DRAWING NO.
TJ1551
SCALE
AS SHOWN
SHEET NO.

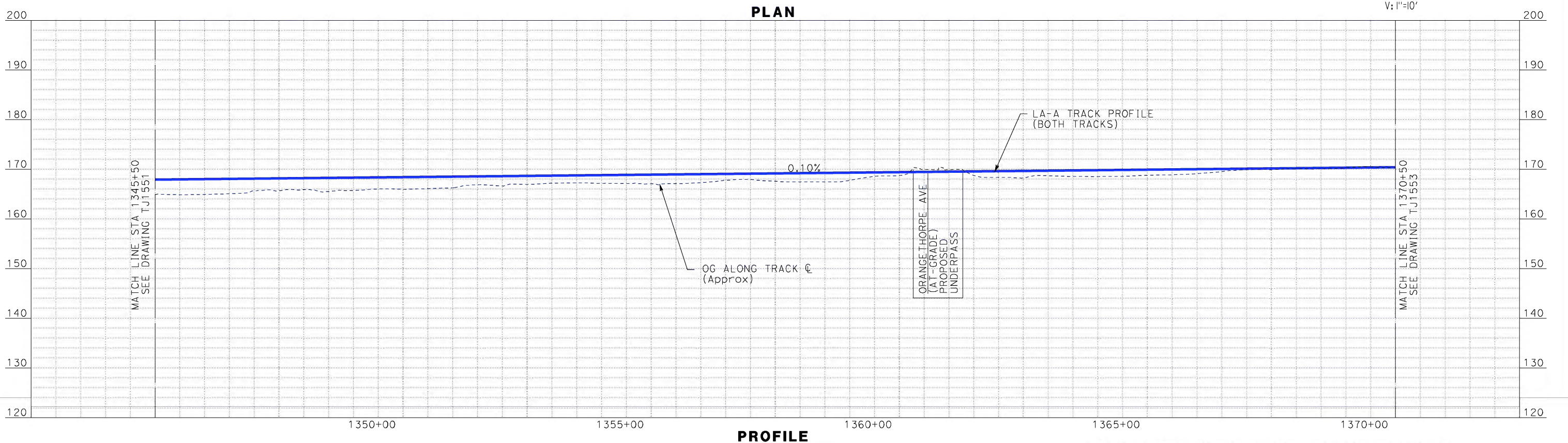
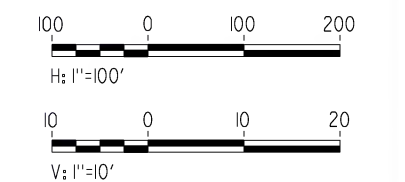
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NOTE:
1. FOR RIGHT-OF-WAY
IMPACT SEE NOTE 1
ON DRAWING BJ0829

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DESIGNED BY K. MCCULLOUGH
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CHECKED BY K.T. SU
IN CHARGE D. THOMSON
DATE 06-30-10



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1055 WEST SEVENTH STREET, SUITE 3150
LOS ANGELES, CA 90017-2556



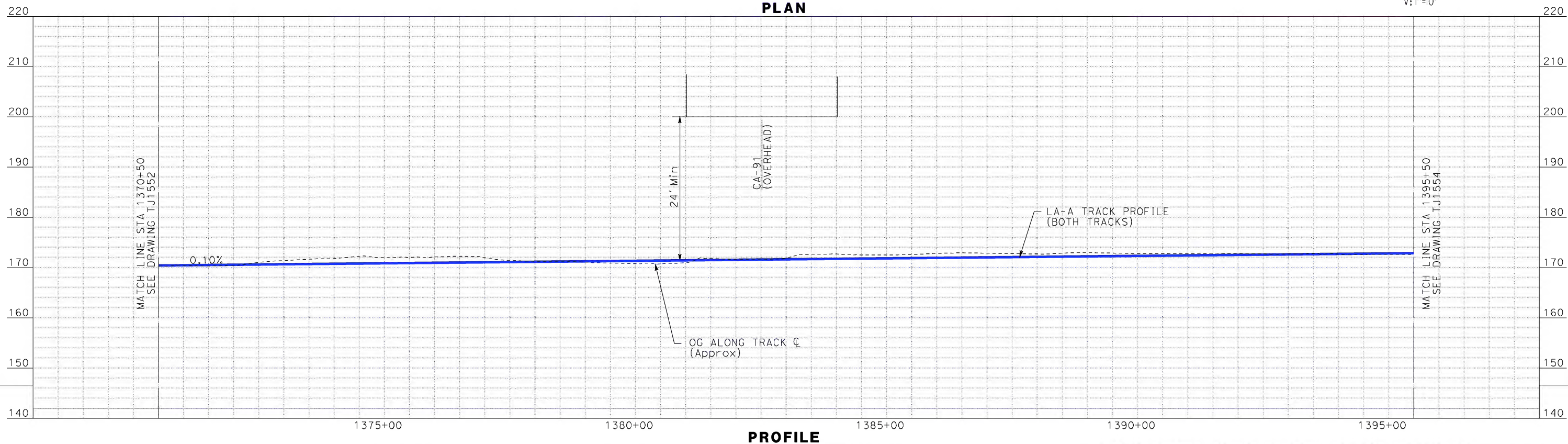
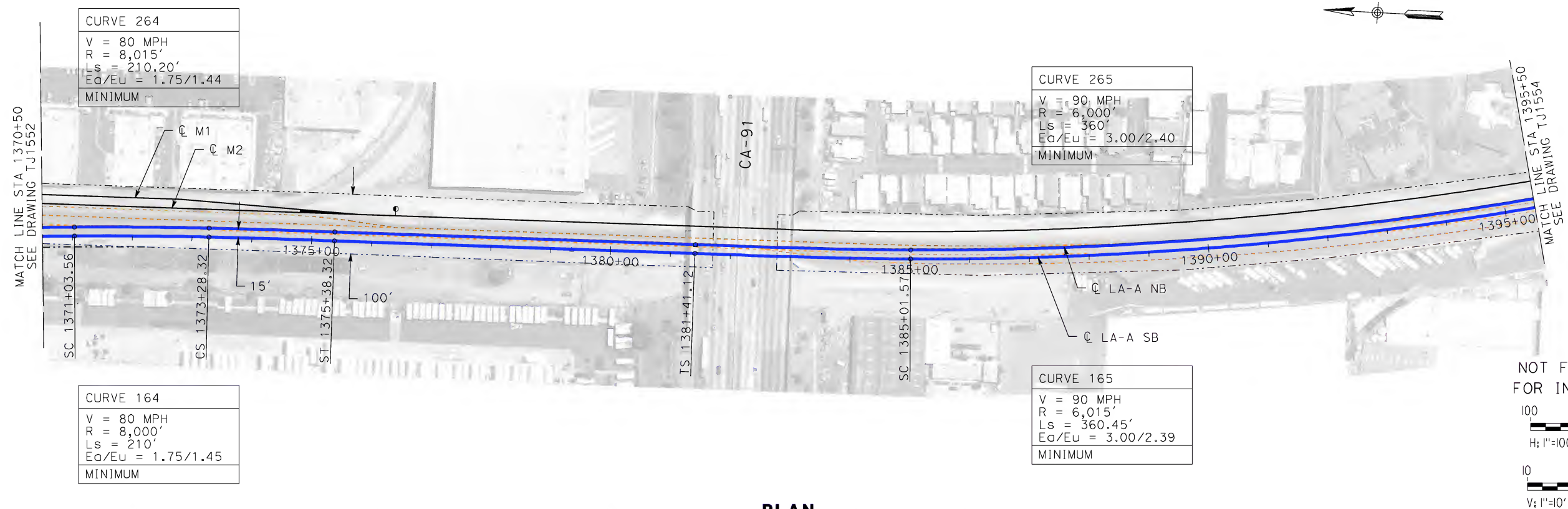
CALIFORNIA HIGH-SPEED RAIL AUTHORITY
FLY CALIFORNIA
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**CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM**
CONSOLIDATED SHARED TRACK ALTERNATIVE
5% DESIGN
PLAN AND PROFILE
STA 1345+50 TO STA 1370+50

CONTRACT NO. HSR06-0005
DRAWING NO. TJ1552
SCALE AS SHOWN
SHEET NO.

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CALIFORNIA HIGH-SPEED TRAIN PROJECT

LOS ANGELES TO ANAHEIM

CONSOLIDATED SHARED TRACK ALTERNATIVE

5% DESIGN

PLAN AND PROFILE

STA 1370+50 TO STA 1395+50

CONTRACT NO. HSR06-0005
DRAWING NO. TJ1553
SCALE AS SHOWN
SHEET NO.

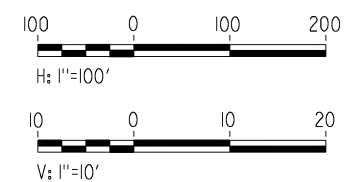
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martinj

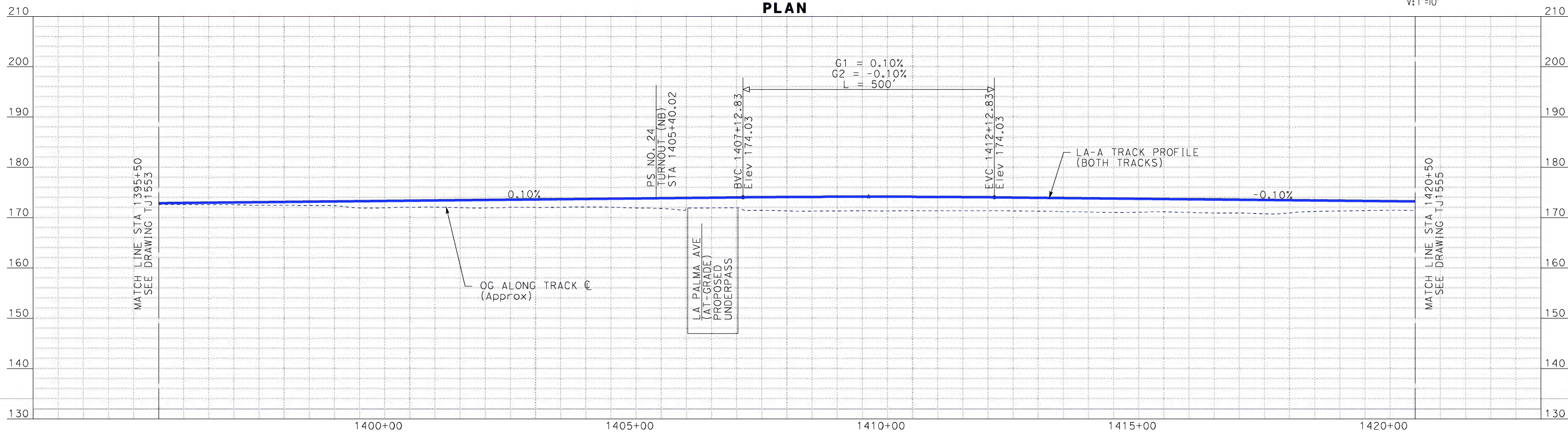


NOTE:
1. FOR RIGHT-OF-WAY
IMPACT SEE NOTE 1
ON DRAWING BJ0829

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PROFILE

REV	DATE	BY	SUB	APP	DESCRIPTION

DESIGNED BY K. MCCULLOUGH
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DATE 06-30-10

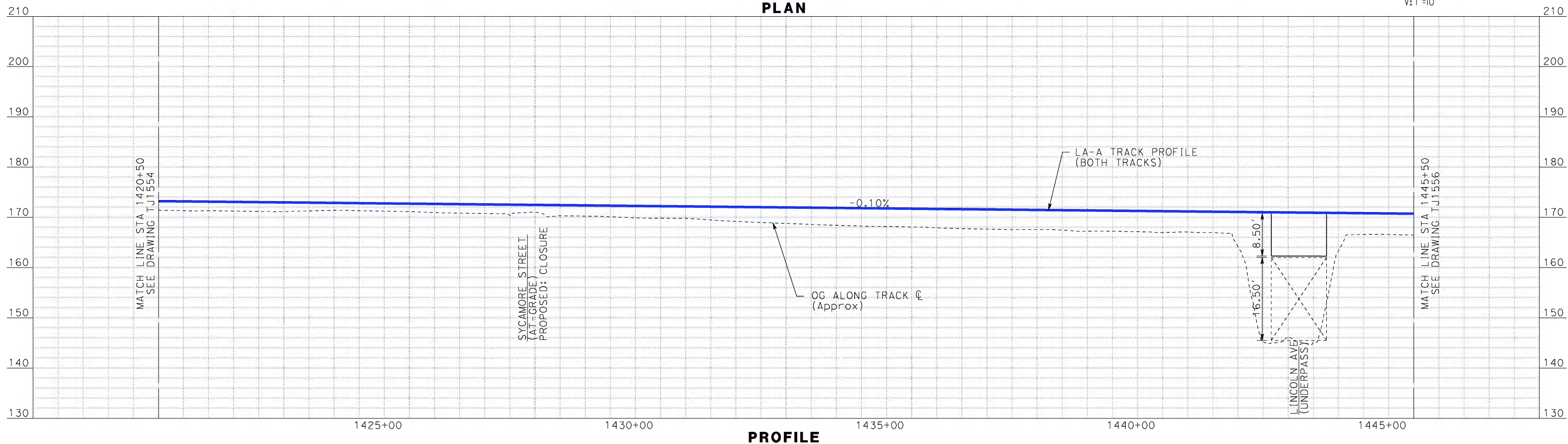
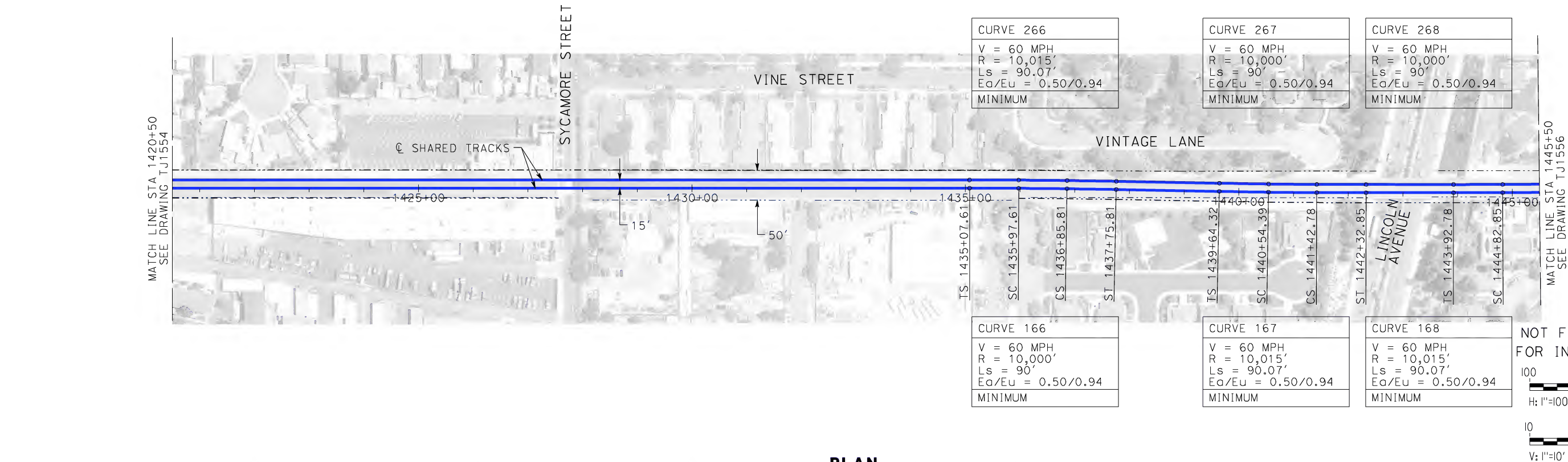


CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM
CONSOLIDATED SHARED TRACK ALTERNATIVE
5% DESIGN
PLAN AND PROFILE
STA 1395+50 TO STA 1420+50

CONTRACT NO. HSR06-0005
DRAWING NO. TJ1554
SCALE AS SHOWN
SHEET NO.

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DATE 06-30-10

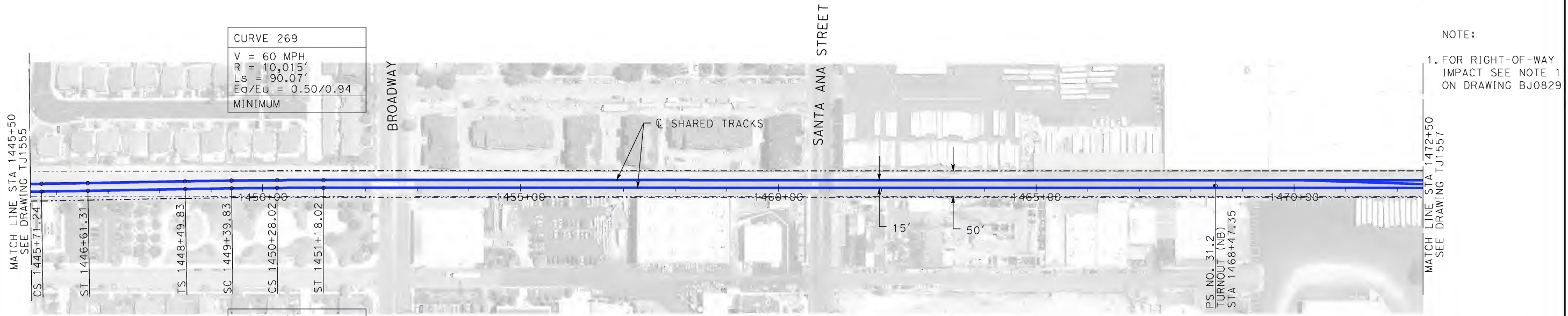


CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM
CONSOLIDATED SHARED TRACK ALTERNATIVE
5% DESIGN
PLAN AND PROFILE
STA 1420+50 TO STA 1445+50

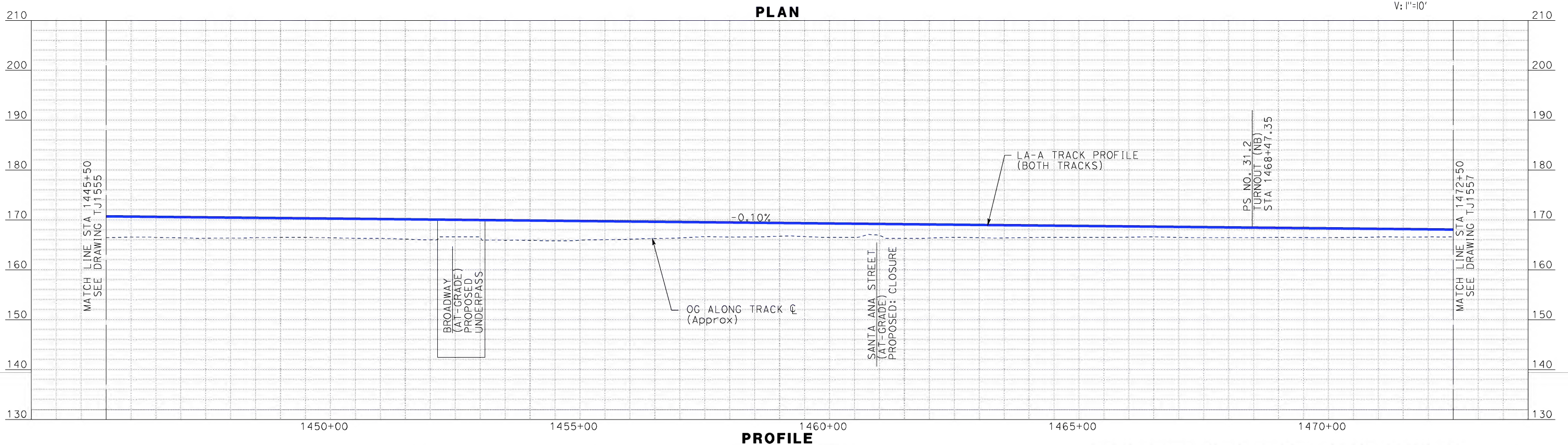
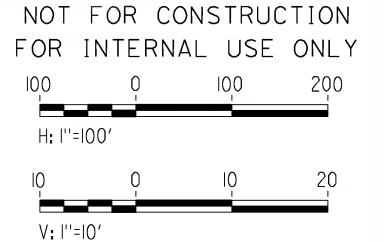
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SHEET NO.

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NOTE:
1. FOR RIGHT-OF-WAY
IMPACT SEE NOTE 1
ON DRAWING BJ0829



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IN CHARGE D. THOMSON
DATE 06-30-10

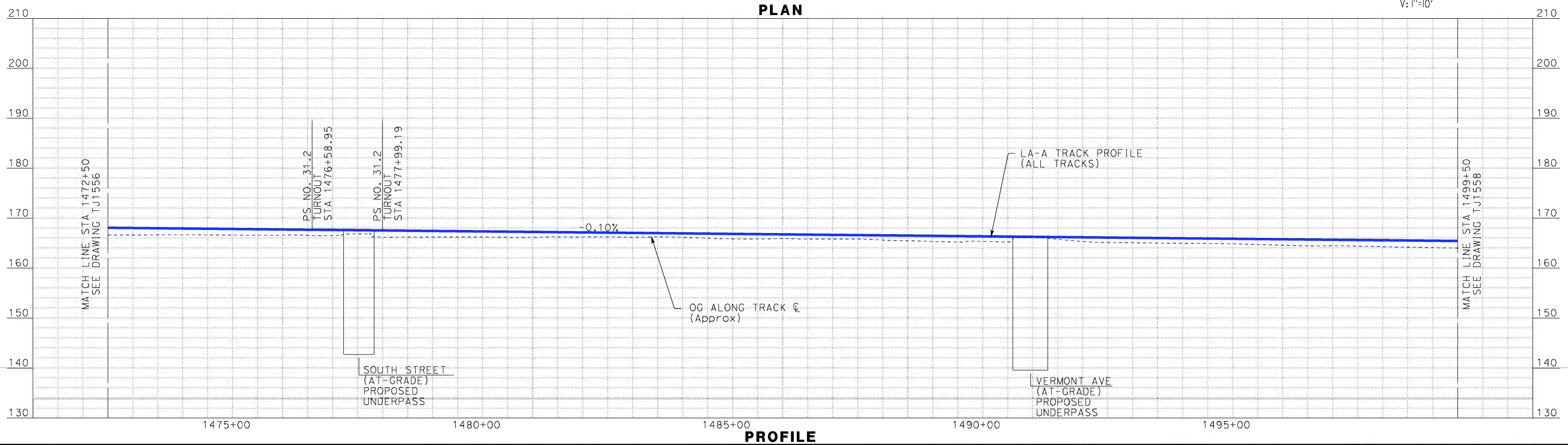
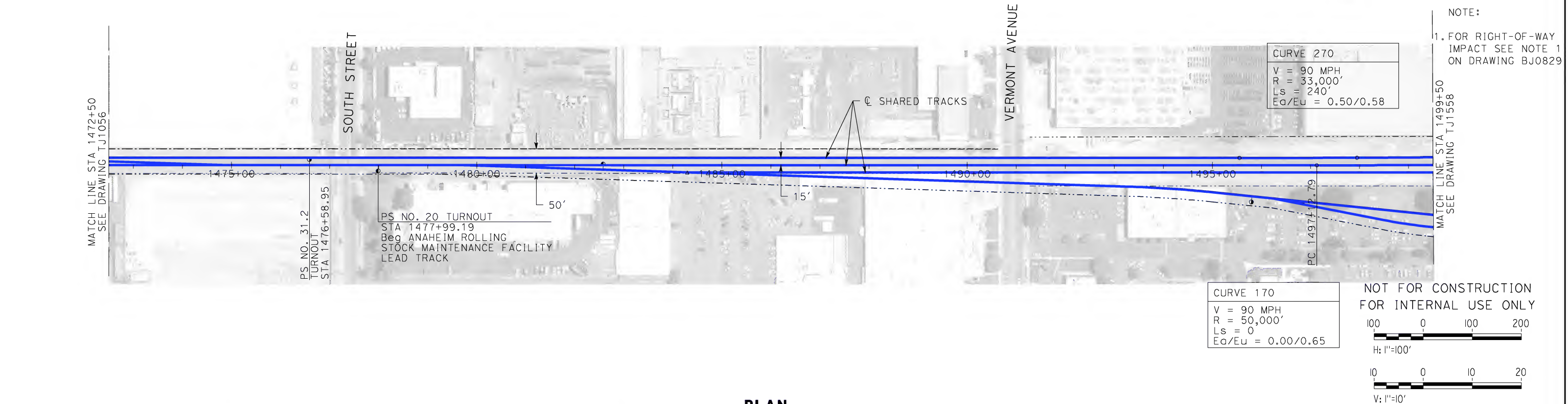


CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM
CONSOLIDATED SHARED TRACK ALTERNATIVE
5% DESIGN
PLAN AND PROFILE
STA 1445+50 TO STA 1472+50

CONTRACT NO. HSR06-0005
DRAWING NO. TJ1556
SCALE AS SHOWN
SHEET NO.

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REV	DATE	BY	SUB	APP	DESCRIPTION

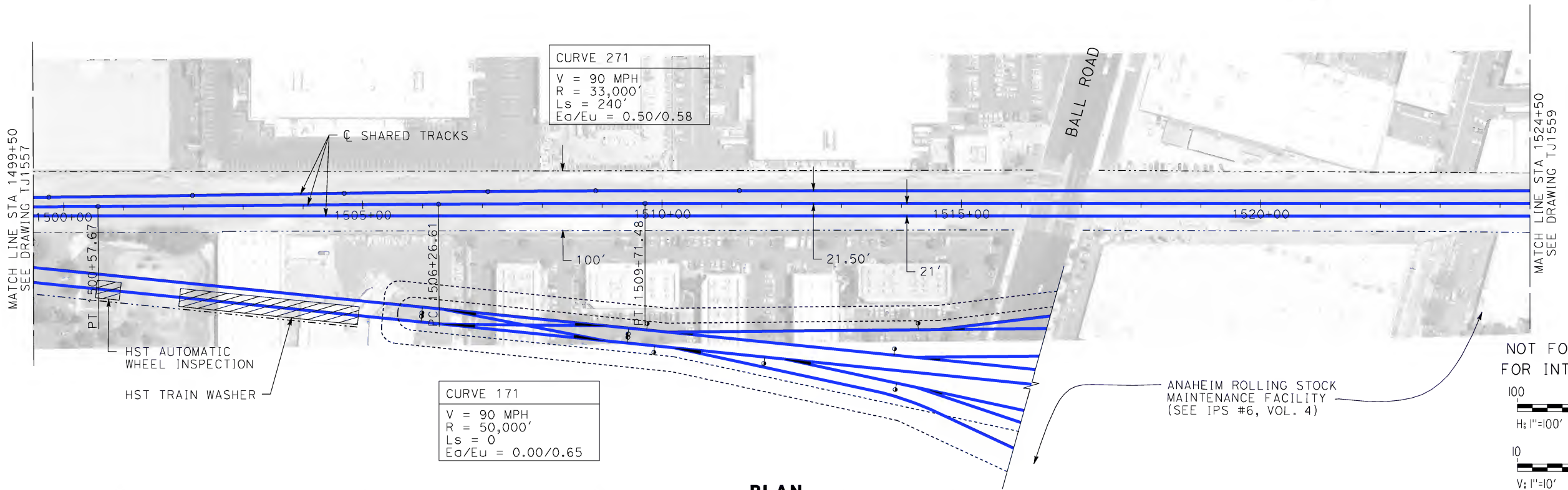
DESIGNED BY K. MCCULLOUGH
DRAWN BY K. MCCULLOUGH
CHECKED BY K.T. SU
IN CHARGE D. THOMSON
DATE 06-30-10



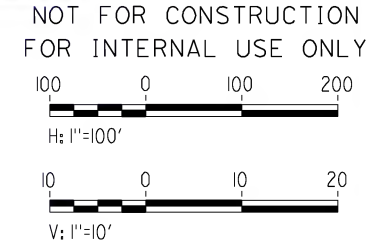
CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM
CONSOLIDATED SHARED TRACK ALTERNATIVE
5% DESIGN
PLAN AND PROFILE
STA 1472+50 TO STA 1499+50

CONTRACT NO. HSR06-0005
DRAWING NO. TJ1557
SCALE AS SHOWN
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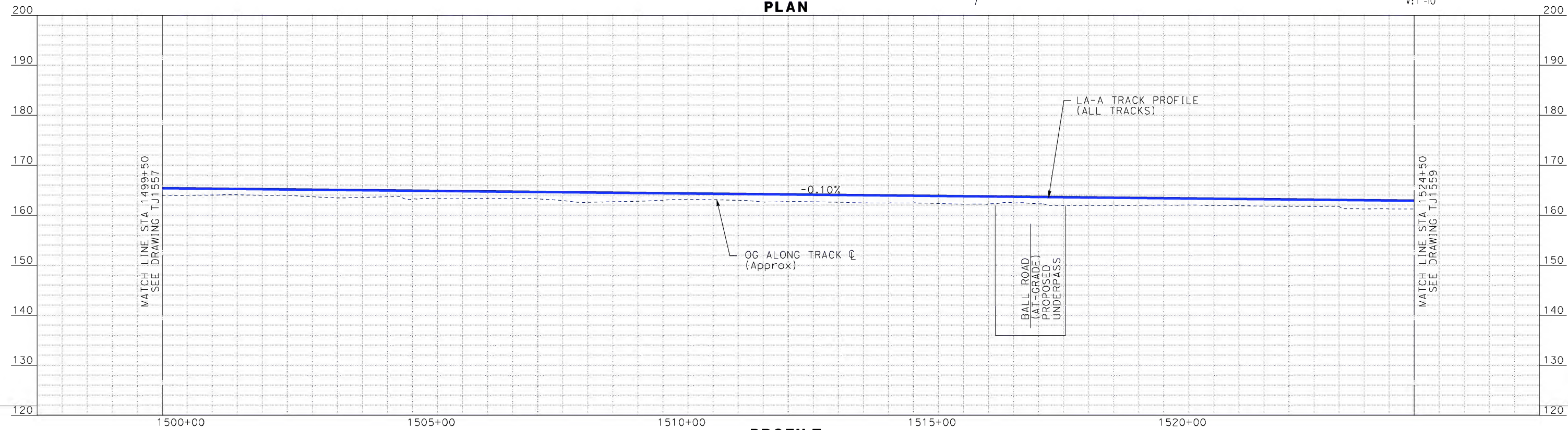
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mart+in



NOTE:
1. FOR RIGHT-OF-WAY
IMPACT SEE NOTE 1
ON DRAWING BJ0829



PLAN



PROFILE

REV	DATE	BY	SUB	APP	DESCRIPTION

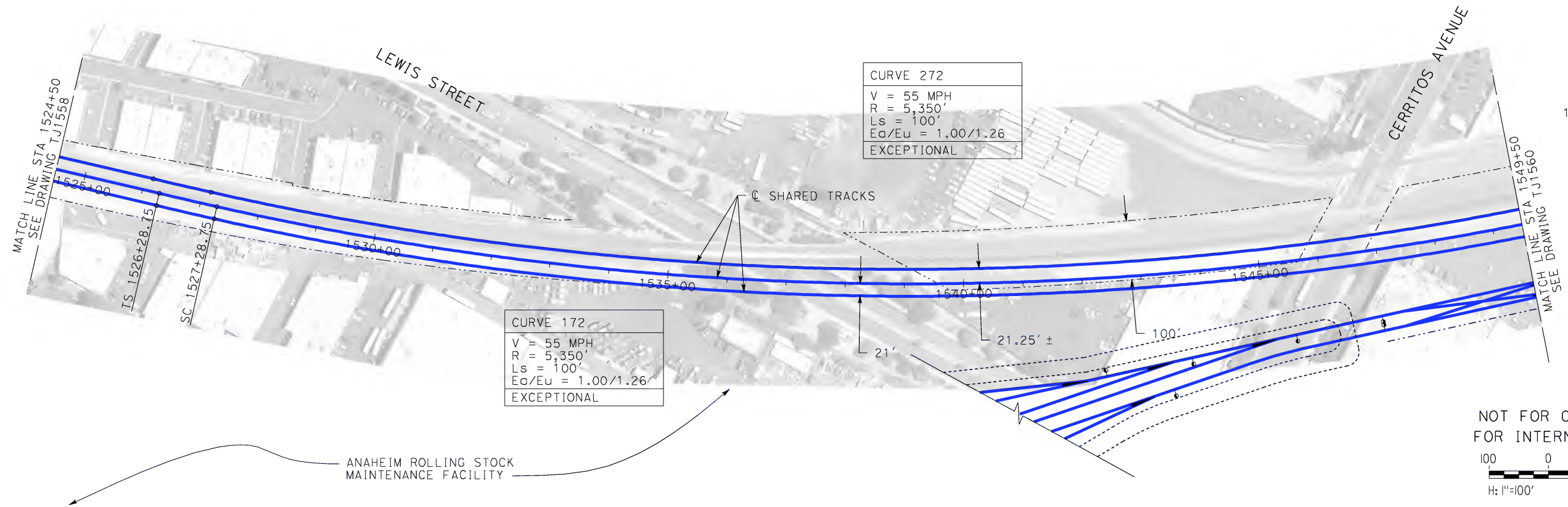
DESIGNED BY K. MCCULLOUGH
DRAWN BY K. MCCULLOUGH
CHECKED BY K.T. SU
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DATE 06-30-10



CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM
CONSOLIDATED SHARED TRACK ALTERNATIVE
5% DESIGN
PLAN AND PROFILE
STA 1499+50 TO STA 1524+50

CONTRACT NO. HSR06-0005
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SCALE AS SHOWN
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martinj

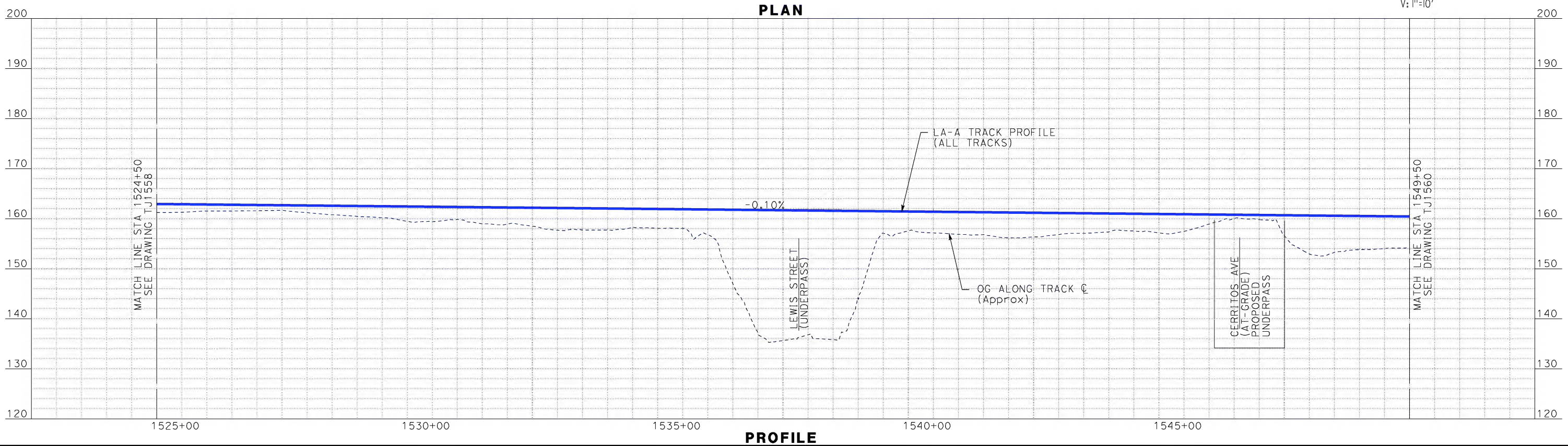


NOTE:
1. FOR RIGHT-OF-WAY
IMPACT SEE NOTE 1
ON DRAWING BJ0829

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FOR INTERNAL USE ONLY

100 0 100 200
H: 1"=100'

10 0 10 20
V: 1"=10'



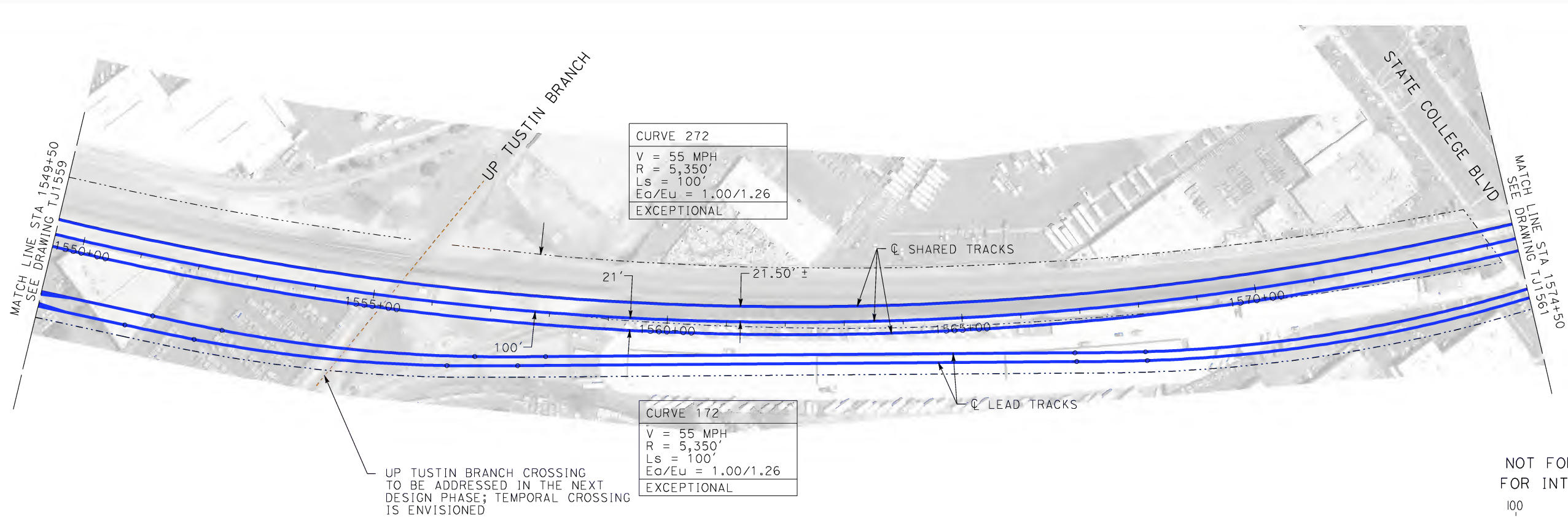
REV	DATE	BY	SUB	APP	DESCRIPTION

DESIGNED BY K. MCCULLOUGH
DRAWN BY K. MCCULLOUGH
CHECKED BY K.T. SU
IN CHARGE D. THOMSON
DATE 06-30-10

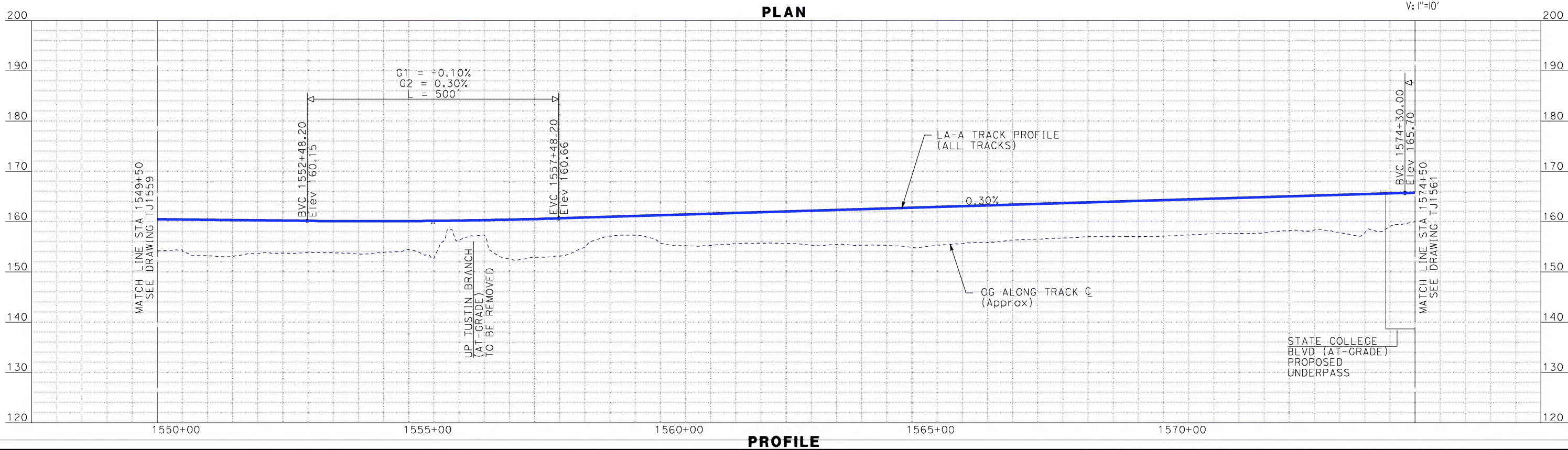
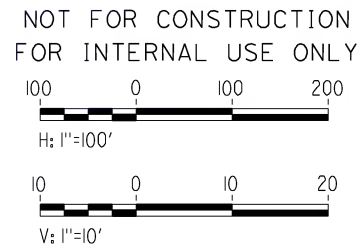


CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM
CONSOLIDATED SHARED TRACK ALTERNATIVE
5% DESIGN
PLAN AND PROFILE
STA 1524+50 TO STA 1549+50

CONTRACT NO. HSR06-0005
DRAWING NO. TJ1559
SCALE AS SHOWN
SHEET NO.



NOTE:
1. FOR RIGHT-OF-WAY
IMPACT SEE NOTE 1
ON DRAWING BJ0829



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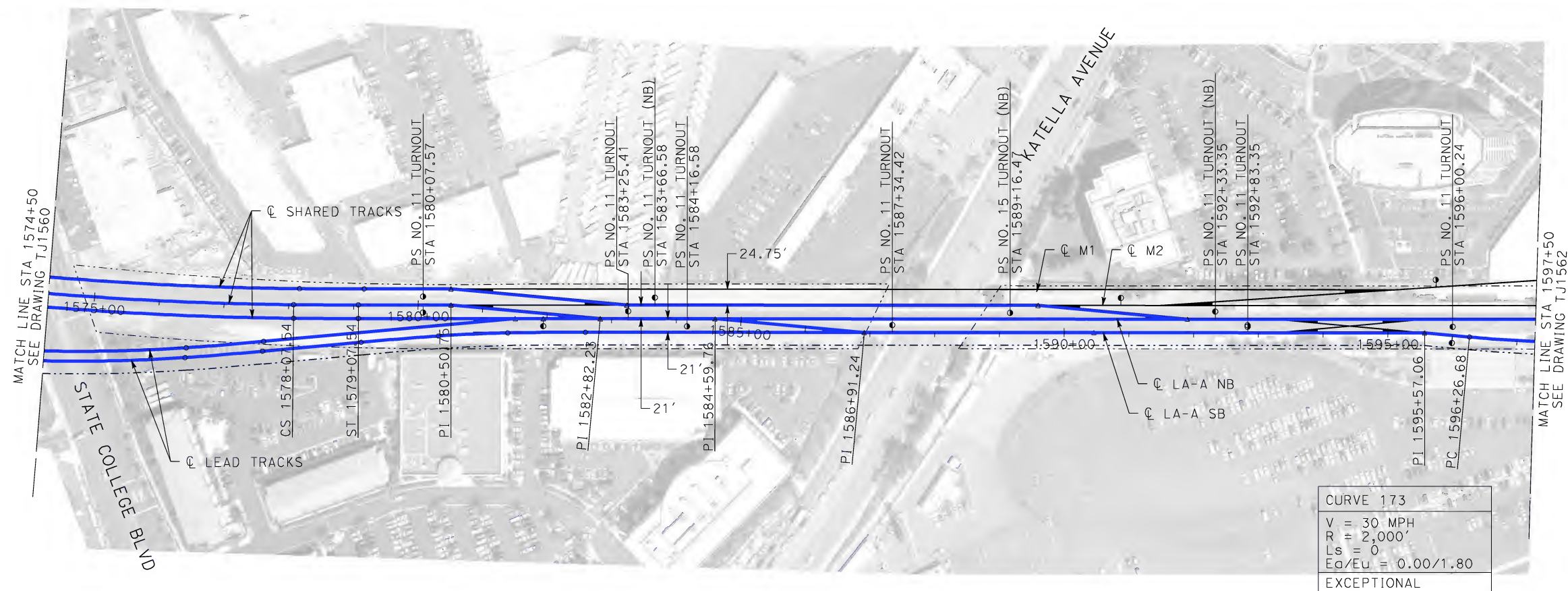
REV	DATE	BY	SUB	APP	DESCRIPTION

DESIGNED BY K. MCCULLOUGH
DRAWN BY K. MCCULLOUGH
CHECKED BY K.T. SU
IN CHARGE D. THOMSON
DATE 06-30-10



**CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM**
CONSOLIDATED SHARED TRACK ALTERNATIVE
5% DESIGN
PLAN AND PROFILE
STA 1549+50 TO STA 1574+50

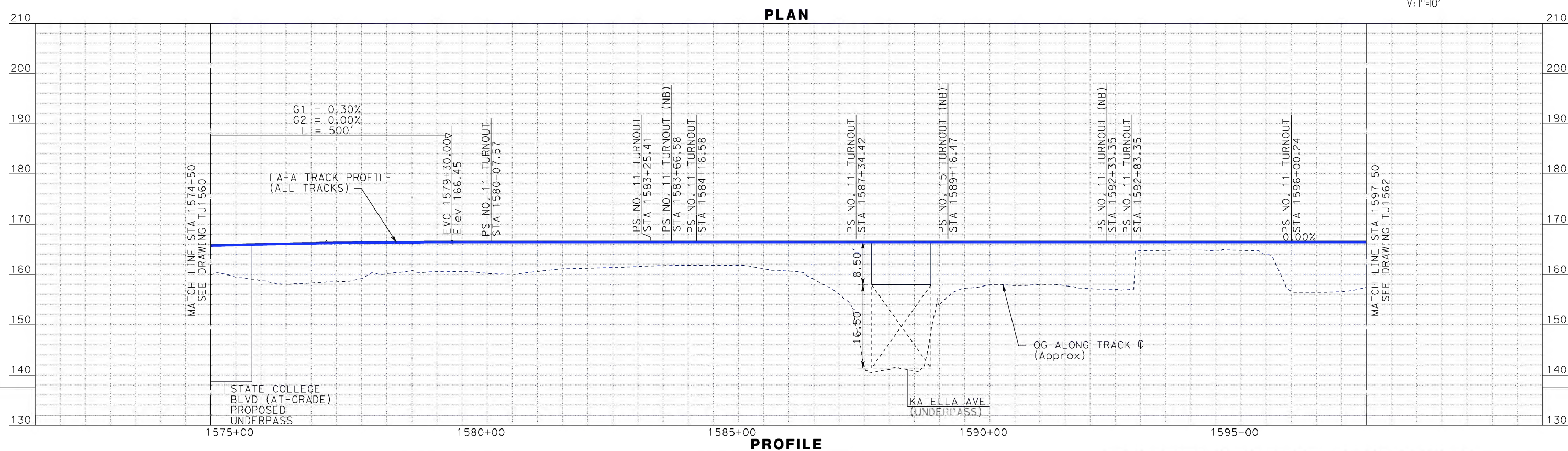
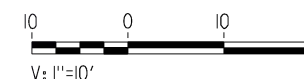
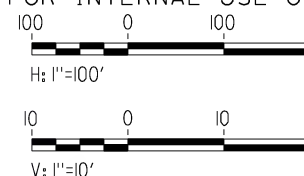
CONTRACT NO. HSR06-0005
DRAWING NO. TJ1560
SCALE AS SHOWN
SHEET NO.



NOTE:

1. FOR RIGHT-OF-WAY
IMPACT SEE NOTE 1
ON DRAWING BJ0829

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DRAWN BY	K. MCCULLOUGH
CHECKED BY	K.T. SU
IN CHARGE	D. THOMSON
DATE	06-30-10



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ENGINEERS/ARCHITECTS/PLANNERS/CONSTRUCTION MANAGERS
1055 WEST SEVENTH STREET, SUITE 3150
LOS ANGELES, CA 90017-2556



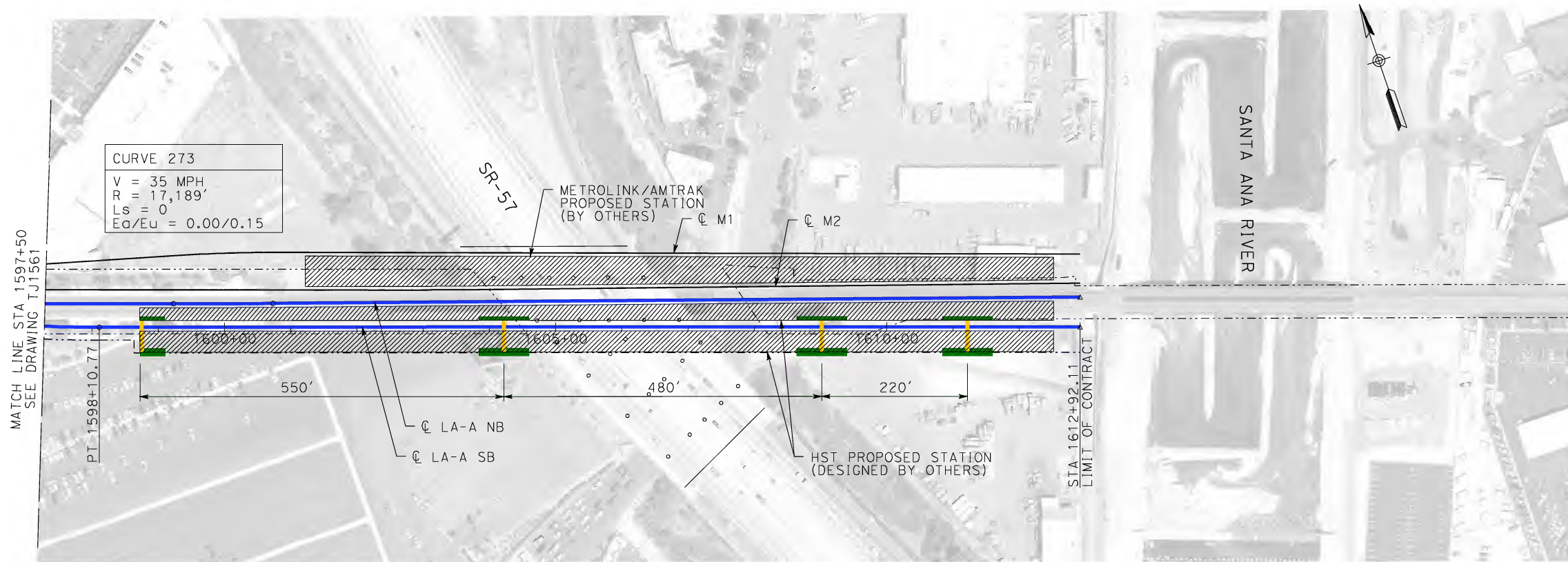
CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA
Without ever leaving the ground.

CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM
CONSOLIDATED SHARED TRACK ALTERNATIVE
5% DESIGN
PLAN AND PROFILE
STA 1574+50 TO STA 1597+50

CONTRACT NO.	HSR06-0005
DRAWING NO.	TJ1561
SCALE	AS SHOWN
SHEET NO.	

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mart+inj



NOTES:

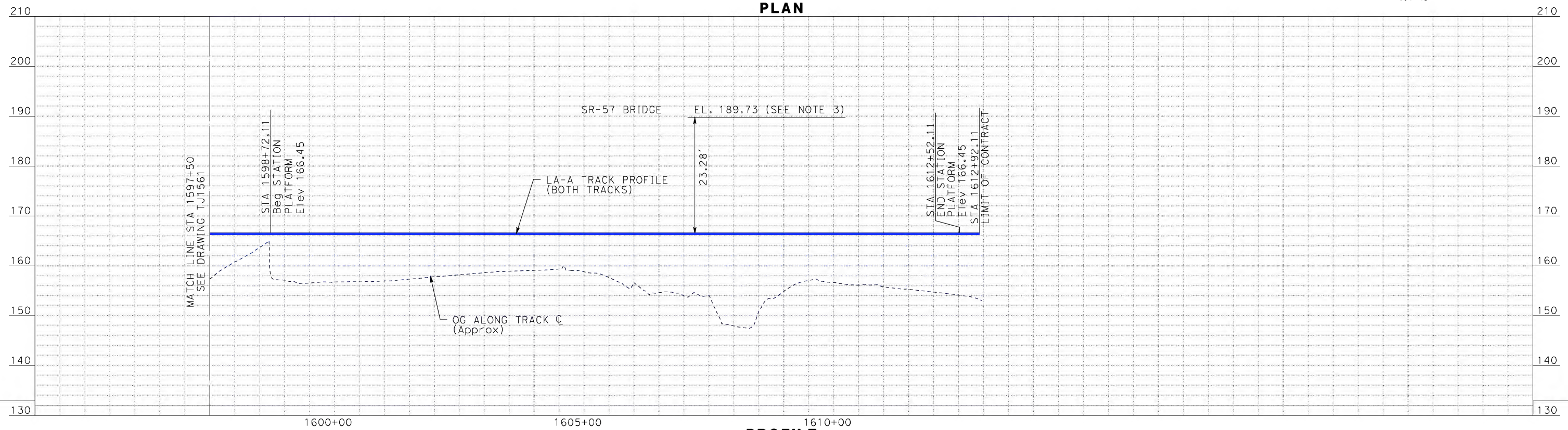
1. HST TRACKS TERMINATE WEST OF SANTA ANA RIVER. M1 AND M2 TRACKS CONTINUE TO THE CITY OF ORANGE, DESIGNED BY OTHERS.
2. BOTH HST PLATFORMS ARE SIDE PLATFORM TYPE, DESIGNED BY OTHERS. THE NORTH SIDE PLATFORM IS DESIGNED WITH 19FT WIDTH AT THE WEST END AND 29FT WIDTH AT THE EAST END. THE SOUTH SIDE PLATFORM HAS A CONSTANT WIDTH OF 32FT.
3. SR-57 BRIDGE CROSSING INVERT ELEVATION PROVIDED BY ARTIC CONSULTANT PB-HOK IN OCTOBER 2009.
4. FOR RIGHT-OF-WAY IMPACT SEE NOTE 1 ON DRAWING BJ0829

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100 0 100 200
H: 1"=100'

10 0 10 20
V: 1"=10'

PLAN



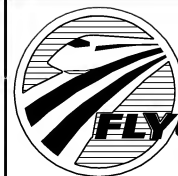
PROFILE

REV	DATE	BY	SUB	APP	DESCRIPTION

DESIGNED BY K. MCCULLOUGH
DRAWN BY K. MCCULLOUGH
CHECKED BY K.T. SU
IN CHARGE D. THOMSON
DATE 06-30-10



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ENGINEERS/ARCHITECTS/PLANNERS/CONSTRUCTION MANAGERS
1055 WEST SEVENTH STREET, SUITE 3150
LOS ANGELES, CA 90017-2556



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LOS ANGELES TO ANAHEIM
CONSOLIDATED SHARED TRACK ALTERNATIVE
5% DESIGN
PLAN AND PROFILE
STA 1597+50 TO STA 1612+92.11

CONTRACT NO. HSR06-0005
DRAWING NO. TJ1562
SCALE AS SHOWN
SHEET NO.